

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 262.—Vol. X.]

LONDON: SATURDAY, AUGUST 29, 1840.

[PRICE 6D.]

**EXTENSIVE AND VALUABLE MINING MACHINERY AND MATERIALS.**  
**M. R. TIPPET** has been favoured with instructions to offer for **UNRESERVED SALE, BY PUBLIC COMPETITION, at GREAT ST. GEORGE, WHEEL LEISURE, and WHEEL PRUDENCE MINES**, in the parishes of St. Agnes and Perranzabuloe, in the county of Cornwall, on Monday, the 14th day of September next, at Ten o'clock in the forenoon of each day, the whole of the **MACHINERY and MATERIALS** thereon, respectively, viz.:

**AT GREAT ST. GEORGE MINE.**  
One 70-inch Cylinder Steam Pumping Engine, and 2 Boilers complete,  
One 65-inch ditto ditto ditto 3 ditto ditto,  
One 40-inch ditto ditto ditto 2 ditto ditto,  
One 20-inch ditto Crushing, Stamping (with 8 heads), and Jigging Engine, with all the necessary apparatus complete, and 1 boiler,  
One new steam Engine Boiler, about 34 tons,  
One second-hand Whim Engine Boiler, about 3 or 4 tons,

41 fathoms of 9-inch Pumps,  
10 ditto of 11 ditto, 30 fathoms of 10-inch Pumps,  
16 ditto of 13 ditto, 54 ditto of 14 ditto,  
35 ditto of 15 ditto, 30 ditto of 16 ditto,  
47 ditto of 17 ditto, 18 ditto of 18 ditto,  
20 ditto of 19 ditto, 9 ditto of 20 ditto,

Windbores of 8, 12, 13, 15, 16, 17, and 18-inch diameter; Plunger Poles of 16, 12, 14, and 17 ditto; Working-pieces, &c.; H and Top Door-pieces, Doors, &c.; Clack ditto ditto; Matching-pieces, Branch Pumps, Knee-pieces, &c.; Fifty-five fathoms of 9-inch Connection rod, Ninety-five fathoms of 134 inch ditto, Sixty fathoms of 12-inch ditto, Three excellent Capstans and Shears; Two Capstan Ropes; Three cast-iron Capstans and Ropes; Balance-logs, and several hundred fathoms of Ladders.

Several tons of Tramroad Iron and Whim Chain; Powder, Hiltz, White, Red, and Sheet Lead (old and new); Shovels, Sieves, Riddles, Nails, new and old iron and Steel; Leather, Steel-yard, Weighing-house, and large Beam; Iron and Brass Weights; Old Brass, Bellows, Anvils, Screw-stock and Mandril, Vices, and Smiths' and Miners' tools in general; Two large Lamps, Engine-house Bell, Cordage, White Yarn, Whim Sheaves, and Pulleys; Stamp-heads, Stamp-caps, Fire-bars, Yokes, Staples and Glands, and Bucket Joints; Pulley Blocks, New Rod Plates, Rod and Barrel Pins, Punching-Engine, Tram Waggon, and Whim Kibbles; Old Timber, Miners' Chests, Scale Beams, Weighing and Dividing Barrows; Whims and Whim Ropes.

About 100 fathoms of large Wooden Launder, and very Tall Stands; Old Boiler and Tubes, Old Brick, and sundries, too numerous to particularise.

**AT WHEEL LEISURE.**  
One 48-inch diameter Water-Wheel for pumping (4 feet breast), crushing, and sawing, with machinery and apparatus attached (25 inches breast),  
Sundry Pumps, old Timber and Iron, Launder, Stands, &c.

**AT WHEEL PRUDENCE.**  
One 56-inch Cylinder Steam Pumping Engine, with 1 Boiler complete,  
Four Lifts of 7, 10, 11, and 12-inch Pumps complete, with from 20 to 30 fathoms in a lift.

Capstan and Shears, Capstan-ropes, Three or Four tons of Tramroad Iron, Tram Waggon, Ladders, an Old Boiler (weighing about 34 tons), Scale-beams, Iron and Brass Weights, Whims, Whim Ropes, Miners' and Smiths' Tools, Old and New Iron, Two Smiths' Bellows, Two Anvils, Steel, Pig-lead, Hiltz, Tar, Pitch, Safety Fuse, Old Jute, &c.

An examination of the whole stock of machinery and materials for sale, as above, is strongly recommended to the agents of mines, there being but few articles required for mining purposes that may not be selected from one or other of the three localities above specified.

For further particulars, application may be made at the Auctioneer's Office, Pydar-street, Truro, or to Mr. Humphries, Great St. George Mine.

N.B.—Terms: cash deposit of 25 per cent., and approved two months' bill for the balance.

**TINCROFT MINES, Camborne, Cornwall.**  
**TO BE SOLD, BY PUBLIC AUCTION, BY MESSRS. BAILEY and SON,** at the Auction Mart, in the City of London, on Tuesday, the 15th day of September next, at Twelve o'clock at noon, **TWO HUNDRED and FIFTY SHARES** in the **TINCROFT MINING COMPANY.**  
The above mines are situated in the neighbourhood of Camborne, and in one of the richest mineral districts in Cornwall. The Tincroft sett adjoins, and is bounded by Cook's Kitchen, Carn Brea, East Wheal Crofty, and East Pool—mines too well known for wealth and productiveness to require comment. Several dividends have already been declared and paid to the Tincroft adventurers, and the present state and prospects of the mines are most encouraging.  
Particulars may be had of Messrs. Roll, solicitors, 68, Aldermanbury, London; of Messrs. Whitford and Beaufort, solicitors, Plymouth; in the county of Devon; and of the auctioneers, No. 42, Wood-street, Cheapside, London.  
Plymouth, August 22.

**TO BE SOLD, IN FEE SIMPLE, a MOIETY of the dues, or underground profits, in about 100 acres of land, in one of the best mining districts in Cornwall, within one mile of which three mines have produced upwards of £200,000 of copper, tin, silver, and lead, affording to the proprietors of the metals upwards of £200,000. A shallow adit has been driven, which cut about twelve fathoms, from one to four feet in width, but no trial was made, except on one of the lodes, which was only tried twenty-five fathoms deep, and which produced 500 tons of copper ore, averaging £10 per ton, and about 20 tons of lead. The object of the proprietor (who is now in London) is to dispose of one moiety of his right in the minerals, at a moderate sum, to some gentleman who, by having a permanent interest therein, may, with his connections, give a fair trial to the lodes. Applications, addressed to "A. B.," care of the Editor of this Journal, or to 63, Barton-crescent.**

**MINING MATERIALS FOR SALE.**  
**WHEEL GILL MINE, near South Caradon, between Callington and Liskeard.**  
**TO BE SOLD, BY PRIVATE CONTRACT, the whole of the** Machinery, Working Implements, and Materials—consisting of an excellent **STEAM ENGINE**, of 30-inch cylinder, and Boiler complete; Capstan, Shears, Whims, Whim Ropes, &c.; forty fathoms of 9-inch Pumps, &c., &c. For further particulars, apply to Mr. W. Woodman, the purser, on the Mine, as above; or at 37, New Broad-street. The Sett will be disposed of with the materials, and affords a favourable opportunity of investment.

**FOR SALE BY PRIVATE CONTRACT, at OWEN VEAN MINE, Perranzabuloe, the undermentioned MATERIALS, viz.:**—One 70-inch CYLINDER ENGINE, 10-feet stroke in the cylinder, and 8 feet in the shaft, with two boilers complete,  
Two large Capstans and Shears complete,  
120 fathoms 10-inch Capstan Rope,  
30 fathoms of 12, 13, and 14-inch Connection Rods, with faggotted Plate and Pin to match,  
135 fathoms 8 and 9-inch Rods, with Plates and Pins to match,  
40 fathoms 7-inch Rods, with Plates and Pins to match,  
Two large Balance Beams,  
One Angle Bob,  
One 34-inch 18-inch H-piece, with Ton Door to match,  
One 3-foot 1-inch H-piece, ditto, ditto,  
One 3-foot 14-inch H-piece, ditto, ditto,  
One 12-foot 17-inch Plunger Pole, with Case, Stuffing Box, and Gland to match,  
One 9-foot 13-inch ditto, ditto,  
One 9-foot 9-inch ditto, ditto,  
One 12-foot 17-inch Working Barrel,  
One 9-foot 12-inch ditto,  
One 9-foot 10-inch ditto,  
One 16-foot 6-inch ditto,  
Two 6-foot 12-inch Clack Door pieces,  
One 6-foot 12-inch ditto,  
One 6-foot 6-inch ditto,  
One 6-foot 5-inch ditto,  
Two 12-inch, three 14-inch, one 15-inch, one 14-inch, one 13-inch, two 12-inch, one 6-inch, and one 5-inch Windbores of different lengths,  
41 fathoms 10-inch pumps,  
20 fathoms 14-inch ditto,  
20 fathoms 13-inch ditto,  
6 fathoms 12-inch ditto,  
6 fathoms 7-inch ditto,  
One 2-foot 17-inch Matching Piece,  
One 18-foot Water-wheel, 2 feet breast, with turning lathe, &c., complete,  
Also a large assortment of smiths' and miners' tools.  
Application for any of the above to be made to Capt. Thomas Richards, or the agents at the mine, and for further particulars to  
July 20.  
Capt. RICHARDS, Rospeneth, Marazion, Cornwall.

**TIN-PLATE and BOILER-PLATE WORKS.—TO BE SOLD,** those newly erected works, the PRIMROSE TIN-PLATE and BOILER-PLATE WORKS, situated on the Swansea Canal, eight miles from Swansea, in the immediate vicinity of anthracite, bituminous, and free burning coals; also, iron mine and limestone. These works consist of a complete set of tin houses, a forge, and a rolling mill, worked by a water-wheel thirty feet diameter and twelve feet wide, and capable of making 200 boxes of tin-plate, or 50 tons of boiler-plate and sheet-iron, on from 200 to 300 tons of bar-iron per week; and, at a trifling expense, may be applied to rolling copper sheets and bolts. For particulars, apply to the proprietor, William Parsons, Primrose Works, Swansea.—Letters to be prepaid.  
N.B.—The trade supplied with boiler-plate and sheet-iron of every description.

**TO BE LET ON LEASE.—All those SEAMS of BITUMINOUS and STEAM-PACKET COAL, lying under the PERTHE-GLYSON ESTATE, situated in Taff Vale, within eighteen miles of Cardiff, and six of Merthyr Tydfil.** There are several veins of from four to nine feet in thickness, all cutting large, and the stratification is very favourable to profitable working. The Glamorganshire Canal passes right through the property, and the Taff Vale Railway runs within fifty yards of it, so that this colliery will have the great advantage of a choice of transit, and the capabilities are to any extent, as to annual quantity and duration. The proprietor is desirous of embarking a considerable share of the capital necessary for outlay. For further particulars, apply to William Brough and Son, mineral surveyors, Neath, Glamorganshire.

**ZINC ROLLING MACHINERY.—TO BE LET, or SOLD** by PRIVATE CONTRACT, consisting of the gear work, fly wheel, coupling shafts, rolls and housings, and two pair of table shears, in good working order. For further particulars apply to Mr. Corriquet, manager of the mills, at Dartford, Kent; to Messrs. J. and E. Hall, engineers, Dartford (who constructed the machinery); or to Messrs. Kennard and Co., 147, Upper Thames-street, London.

**BY ROYAL LETTERS PATENT.**  
**HAGUE'S PNEUMATIC ENGINE, applicable to WORKING ANY SORT OF MACHINERY, and PNEUMATIC APPARATUS, for RAISING WATER; also a METHOD OF SUBDIVIDING and TRANSFERRING ANY MOTIVE POWER.**

The proprietors of these most useful inventions having, by practical operations (conducted with the greatest attention) for upwards of twelve months, tested their efficiency and capabilities of application to Mining, Manufacturing, and other purposes, can now with confidence call public attention thereto, as an economical and superior method of RAISING WATER, either vertically or on the incline, from Collieries, Mines, Quarries, Water-works, Canals, Docks, Cofferdams, Reservoirs, &c.; for Subdividing and Transferring any Motive Power to unlimited distances, and at any angle above or below the surface, for the purpose of working every description of Machinery, on the largest or smallest scale, and as well for keeping up a constant ventilation in Collieries and Mines, and they are equally confident, that in its application it will be found more efficacious, and affording greater facilities, than any other Machinery now in use.

Coal-owners, proprietors of Mines, Water-works, &c., Manufacturers, Engineers, Iron-founders, and others desirous to obtain Licences, either by districts or otherwise, will be treated with on liberal terms, on application to Mr. HAGUE, engineer, Thames Iron Works, Surrey Canal entrance, Rotherhithe; or to Mr. R. D. THOMAS, 4, Cushion-court, Broad-street, London, where drawings may be seen, and every further information obtained.

**HIDE ROPES.—BROWN and Co., Nelson-street, Deptford,** beg to call the attention of engineers, millers, brewers, sugar refiners, wharfingers, shipping and railroad companies, and all others requiring ropes of great strength and durability, to their improved hide ropes.

These ropes are manufactured from a peculiar species of foreign hides, of extreme tenacity, selected by Messrs B. and Co. with great care, and are, previous to being made up, subject to their peculiar mode of preparation, known only to themselves, by which means they are rendered applicable to all the most important purposes of the common hemp ropes, are free from their defects, and to which for strength, safety, and durability, they are immensely superior. The hide tiller ropes, as manufactured by Brown and Co., and with which they supply some of the first shipping companies in the world, are rapidly superseding every other description of rope, chain, &c. These ropes are also peculiarly adapted for driving all sorts of machinery, for saw mills, saw lines, &c.

References are given to some of the first establishments in London, where the improved hide ropes are in constant use. Letters addressed as above will receive immediate attention, and particulars forwarded.

**NEW METALLIC ROPE.—NEWALL'S PATENT.**—These ropes have been found, by experience, to possess very great advantages over every other kind of rope or chain, such as are used for mines and railways. They are stronger, lighter, cheaper, and more durable. Arrangements are being made for adequately supplying the demand. For further particulars, parties requiring such ropes are requested to make application to the patentees, R. & S. Newall and Co. Dundee, August 24.

**TO THE MINING AND SHIPPING INTEREST.—Her Majesty's Royal Letters Patent, for Improvements, has been granted to ANDREW SMITH, engineer, Mill-wall, Poplar, and Princes-street, Leicester-square, for his improved methods of making Ropes of Wire instead of Hemp, applicable to various purposes. The patent consists of improved methods of preventing oxidation, and combining Wires in such a manner that they are more flexible than any hemp rope of the same strength, and the appearance of the rope much improved. In consequence of the great strength of the material, it has been found by experiments made in her Majesty's Dockyard at Woolwich, by order of the Lord Commissioners of the Admiralty, that a two-inch Patent Wire Rope bore half a ton more strain than a seven-inch hemp rope. For instance—a hemp rope, one hundred fathoms long, used in a deep pit, weighs upwards of a ton; a Patent Wire Rope, of equal strength, is only one third that weight—hence the difference of working or winding up the two ropes is found to be a saving of three horse power by the use of the Patent Wire Rope, and 30 per cent. in price. The annexed scale of tests of Hemp and Wire Rope, along with the comparative sizes and weight, will at once be apparent—this rope has been in use upwards of three years.**

Showing the comparative size and weight per fathom for equal strength.					
Size of Hemp Rope.		Weight Per fathom.		Size of Patent Wire Rope.	
Inches.	lbs. oz.	Inches.	lbs. oz.	Inches.	lbs. oz.
3	2 4	12	1 4	1 4	1 4
4	3 15	11	1 9	1 9	1 9
5	6 0	10	1 14	1 14	1 14
6	9 0	9	2 3	2 3	2 3
7	12 3	8	2 9	2 9	2 9
8	14 3	7	3 10	3 10	3 10
9	19 6	6	4 4	4 4	4 4
10	25 0	5	7 1	7 1	7 1
11	31 6	4	11 6	11 6	11 6
12	36 8	3	15 12	15 12	15 12

The following test has also been made at the Chain Cable Proof House, at Withy-moor, near Dudley, July 25, 1840, for which a certificate has been given by the proprietor of the machine. (Signed) SAMUEL LEWIS.

Description.	Size.	Bore without Breaking.		Bore at Second Breaking.		Bore at Third Breaking.		Weight per Fathom.
		inch.	inch.	inch.	inch.	inch.	inch.	
Flat	4 by 4	11	11	8	8	3	3	7 6
	24 by 2	7	7	4	4	1	1	4 10
Round	3 by 16	16	16	12	12	8	8	2 5
	24-inch.	12	12	8	8	5	5	13
	18-inch.	8	8	4	4	1	1	2 13

It will be seen by the above, that, instead of breaking short, like chain or hempen rope, it took three separate strains to break it entirely.

Further information may be obtained on application to William Fox and Co., licensed sole manufacturers, or Mr. Andrew Smith, the patentee, at the offices, 76, Old Broad-street, City, where specimens of the various ropes may be seen; and also at the office of Fox, Hawkins, and Hickling, Birmingham.

**MANUFACTORY—MILL-WALL, POPLAR.**

**THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, and FOR SUBMARINE OPERATIONS.**—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse, and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

**NEW and IMPORTANT DISCOVERY.**  
To Upholsterers, Cabinet, Chair, and Mattress Makers.

**BACHELARD'S PATENT CORK STUFFING** is highly recommended, as superior to all materials now in use for the purpose of stuffing chairs, sofas, stools, mattresses, and all other articles of a similar nature, being cheaper, more durable, and elastic, than any material yet discovered. The patentees are now ready to grant licenses to those manufacturers who wish to avail themselves of this most important discovery. Applications for licenses to be made personally, between the hours of Ten and Four, or by letter, prepaid, to Mr. Townsend, 18, Warwick-court, Holborn, where samples may be seen; or to J. E. Pettick, Esq., Adelphi-chambers, Strand.

**POLYTECHNIC INSTITUTION, 309, Regent-street, London.**

The arrangements of the laboratory being now perfected, analyses, and assays of earths and metals, will be made, under the immediate superintendence of Mr. Maugham. The value attached at the present moment to the several descriptions and properties of earths, renders their correct analyses matter of infinite importance to the agriculturalist—mineral properties, hitherto unexplored, too frequently escape observation, and their value being realised above from the want of knowledge, or the various minerals being subjected to analyses. The proprietors of landed and mineral property, as well as the practical miner, and the capitalist, are now enabled, at an easy cost, to acquire accurate and detailed information with reference thereto, application being made, either personally, or by letter, to Mr. Maugham, at the Institution, 309, Regent-street.

The Institution is open daily, where are exhibited the several models and working machinery, which have of late proved so attractive, embracing, among others, Hall's Hydraulic Bell, the Daguerrotype, the Diving Bell, Col. Pasley's Voltaic Experiments, Mr. Green's Propulsion of the Balloon, with daily lectures on the Steam-Engine, Heat, Electricity, &c.

Catalogues, containing accurate descriptions of the several models and articles exhibited, may be had at the rooms.

**ATMOSPHERIC RAILWAY COMPANY.**

To be incorporated by Act of Parliament.  
Capital £400,000, in 8000 shares of £50 each.

**PROVISIONAL COMMITTEE.**  
St. John Blaker, Esq. Alexander Doorman, Esq.  
Hannibal De Castro, Esq. John Ruck, Esq.  
Francis Ignatius VanZeller, Esq.

By whom a list of the directors will shortly be published.

**Samuel Clegg, Esq., C.E.** Jacob Samuda, Esq.

The objects of the company are—  
1st. To grant licenses to existing and future railways, to use the Atmospheric System.

2d. To contract with established lines of railway for the haulage of their traffic upon the Atmospheric System, allowing to the directors of these lines the option of purchasing the privilege of carrying for themselves, whenever they think fit, by paying a specified sum, in addition to the expenses incurred for laying down the Atmospheric Apparatus.

Full particulars and prospectuses may be had of Messrs. Bazendale, Tatham, Upton, and Johnson, solicitors, No. 7, Great Winchester-street, Broad-street, and No. 24, Lincoln's Inn-fields, London; and to whom applications for shares are to be made.

The Atmospheric Railway may be seen in operation, on the West London (dubbed the Thames Junction) Railway, Wormholt Scrubs, every Monday and Thursday, from three till five o'clock, and from actual workings it has been found, that on this system, increased speed and security are obtained. There is no possibility of accidents from collision, running off the road, or fire, and two-thirds of the working expenses and cost of formation of a railway are saved.

\* Omnibuses pass every quarter of an hour from the Mansion-house to Wood-place, Shepherd's-bush, within a few minutes walk of the railway.

**THE EAST INDIAN STEAM NAVIGATION COMPANY.**

BY WAY OF THE MEDITERRANEAN, EGYPT, and the RED SEA.  
To be incorporated by Royal Charter. Capital £200,000.

CHAIRMAN—T. A. CURTIS, Esq.  
DEPUTY CHAIRMAN—J. P. LARRINS, Esq.

**DIRECTORS.**  
John Hagshaw, Esq. James Mackillop, Esq.  
Henry Gouger, Esq. Jacob Montefiore, Esq.  
Benjamin Harding, Esq. Captain Alexander Cairnes  
Captain A. Henderson John Pirie, Esq. Alderman  
Frederick Hodgson, Esq., M.P. Henry C. Roberts, Esq.  
Charles Kerr, Esq. Alexander Rogers, Esq.  
Captain W. C. Leupriere R. Thurburn, Esq.  
William Little, Esq.

With power to add to their number.

**AUDITORS**—Sir John Rae Reid, Bart., M.P.; Sir J. H. Pelly, Bart.

**SOLICITORS**—Messrs. Freshfield and Sons.

**BANKERS**—Messrs. Roberts, Curtis, and Co.

**REGISTERED OFFICE**—R. Macdonald, Esq., 10, Abchurch-lane, London.

**TELEGRAPH OFFICE**—8, Tokenhouse-yard, Bank.

From detailed calculations which have been made on those data which experience has abundantly furnished, this undertaking will yield a profit of eleven per cent. upon the paid-up capital, without taking into account any revenue for Post-office services.

The vessels will be constructed of such tonnage and power as to be applicable to the route by the Cape of Good Hope, in case of any interruption to that through Egypt.

Full particulars and prospectuses may be had at the office, and applications for shares will be received till the 30th of September next.

**THE ANTI-SLAVERY SUGAR COMPANY, for the Cultivation**

of Sugar, Rum, &c., by Free Labour, in British India.

First capital £200,000, in 20,000 shares, of £10 each. Deposit £1 per share.

Further series of shares to be issued as the success of the company, and the consequent increased demand may render necessary, which shares shall be offered at par to the original shareholders, who shall have the option of thus taking them or participating in the premiums they may produce.

To be empowered, and the responsibility limited, by Royal Charter or Act of Parliament.

**Joint Solicitors**—Messrs. Wilkinson and Page, Guildhall-yard; and E. M. Elderton, Esq., 45, Queen-square, Bloomsbury.

**Secretary**—J. Conder, Esq., Member of the Committee of the Anti-Slavery Society.

**Temporary Manager and Parliamentary Agent**—W. S. Northhouse, Esq., 4, Parliament-street.

**Bankers**—Messrs. Druett & Fowler, Princes-street; and Messrs. Twining, Strand.

It can be proved, that the profits of cultivating sugar in India, by the employment of the Hill Coolies in their own country, instead of transporting them to the Mauritius or other British Colonies, will be nearly equal, per cent., while the adoption of the system on a large scale will tend more to the abolition of slavery, both open and covert, than any other practical plan yet adopted.

The shares are made of small amount, in order that the greatest possible number may be able to possess them, and thus be interested in the sale of sugar produced by free labour.

Prospectuses, estimates, the names of the directors, and any further particulars, may be had on application to the secretary or the solicitors.

**AGRICULTURAL and GENERAL LIFE ASSURANCE**

**COMPANY, 29, NEW BRIDGE-STREET, BLACKFRIARS, LONDON.**

**TRUSTEES.**  
General the Hon. Sir Alexander Duff, K.C.H.  
Major-General Alexander, H.C.B.  
James Duff, Esq., M.P.  
Alexander Grant, Esq., of Carnoustie.  
Major-General Lindsay, C.B., H.E.I.C.S.  
JOSEPH W. HARRISON.

**JOHN JAMES BROWN, of Coulston, Bart.**

William Bell, of Prince's-street, Hanover-square, Esq.

Edward Brown, of Wigmore-street, Cavendish-square, Esq.

Richard Bradley, of Grantham, Esq.

Joshua Carter, of Hereford-street, Park-lane, Esq.

Alexander Gordon, of Finsbury-street, Westminster, Esq.

Henry Kerr, of Orchard-street, Portman-square, Esq.

Herman Lewis, College of Engineers, M.A.

John Macdonald, of Norfolk-street, Esq.

Thomas Pemberton, of Cadogan-place, Esq.

George Robinson, of Stone-buildings, Lincoln's Inn, Esq.

Thomas Rolph, of St. James's-square, Esq.

James W. Smith, of Ham, Esq.

With liberty to add to their number.

**AUDITORS.**  
Robert B. Pollard, of Blenheim House, Middlessex, Esq.  
Charles Hutton Grogan, Esq., of Clarendon, Esq.

**MEDICAL OFFICERS.**  
William R. Baskham, of Chester-street, Grosvenor-place, M.D.  
Edward W. Pollard, of Brompton-square, Esq.

**BANKERS.**  
London and County Joint-Stock Bank, 71, Lombard-street.  
Messrs. Cocks and Co., Strand.  
Royal Bank of Scotland.

**ADVANTAGES OFFERED BY THIS COMPANY.**  
Protective securities for the benefit of the assured, not presented by any other institution. The most economical rates of premium consistent with safety—an increasing table for securing loans on debts, requiring a less immediate payment for the whole term of life than usually demanded. Premiums payable annually, half-yearly, or monthly. Age admitted in the policy. Policies granted from £10 to £500. Claims payable in one month after proof of death; and £10 per cent. immediately after an infatigable proof thereof whenever desired. Endowments and annuities, immediate and deferred, on advantageous terms. A board of management in attendance daily. Medical attendants remunerated for their reports. A liberal commission allowed to solicitors and agents.  
A reserve of shares has been made for appropriation in the country, and application for them, and for the office of agent to the institution in the different towns of the kingdom, are requested to be addressed to Mr. C. F. KIRKMAN, Resident Manager, 29, New Bridge-street, Blackfriars.



## PROJECTED CUSTOMS LAW IN FRANCE.

The report of M. Martin on the projected customs law in France, which has recently been published in the *Moniteur*, has excited some interest, from the probable effects of such a law on articles of British merchandise. On the subject of coals, M. Martin regards the coal mines as the great sources of English prosperity and enterprise, since they produce a material which is at once serviceable for the three great purposes of light, heat, and locomotion. Regarding the position of France with respect to this article, he considers her adapted to possess abundance of coal by importation and production, but at the same time maintains that the protective system has been highly serviceable to production, for whereas there were only 2,250,000 hectolitres (say 8,600,000 cubic feet) produced in 1788, the production in 1838 exceeded 31,000,000 (say 108,000,000 cubic feet). This supports above 26,000 families of the operative classes, and causes an annual circulation of 30,000,000. An equal amount being added to represent the circulation caused by the interior carriage of coals, the whole circulation amounts to 60,000,000. At the same time M. Martin considers that the production is susceptible of much further increase, and that the working of the French coal mines is as yet in its infancy. Considering how far the Government should go in attending to the wishes of the consumers for a low price on coal, so as not to compromise native production, M. Martin is of opinion that the French decree of 1837 goes far enough. Under that, he says, the English supply the whole of the French steam navigation, while their import in 1838 was nearly treble of that in 1835. However, he says he would not oppose a further reduction of the duty on coal were it a simple article of commerce. But he regards it as of far higher moment, and thinks that there is a disposition among nations to class themselves with respect to their prosperity, and even with respect to their political influence, according to their wealth in this important material. By lowering the duty, and thus discouraging the native production, and rendering English coal a matter of necessity, he thinks it puts it in the power of England to shake the progress of French manufactures, and that directly the English began to feel uneasy at French improvements, they would probably levy a heavy export duty on their coals, and thus deprive the French of the power of competition, by obliging them to charge a higher price for their articles. Considering that the importation of coal should only be just enough to supply the deficiency of production, he is of opinion that the time is not come for a further reduction.

The French journal, the *Commerce*, in examining the doctrine thus laid down by M. Martin, while admitting that the decree of 1837 to which he alludes was a progress towards free principles of trade, questions whether it really goes so far as is desirable, since under the working of the present system, Nantes, Havre, and Rouen, have to pay more for their coal than Bordeaux. A doubt is also expressed whether the importation of English coal is really injurious to production, for, although it is certain that the importation has become very great, it is just as certain, according to M. Martin's own showing, that the production of French coal increased at the same time.

Another important article is cast-iron, the frontier duty on which was fixed at 6*fr.* by a law of 1822. To this regulation there are two exceptions—one for the extremities of the line touching the shore of the Channel, the object of which is to prevent iron coming by sea from receiving an advantage which was not contemplated—the other was designed to benefit the works of two northern arrondissements, which can only be supplied with Belgian iron, and was by a law of 1835 (confirmed in 1836) extended to nearly the whole of the Belgian frontier. According to this law, the duty on the Belgian frontier is only 4*fr.* M. Martin considers that a similar privilege may be conferred on the Swiss, German, and Sardinian frontiers, especially as those countries could not send iron to France at so cheap a rate as Belgium. The merchants of Havre had requested that the coast duty, which is now 7*fr.*, should also be reduced to 4*fr.* With this request M. Martin is not disposed to comply, from a fear of compromising native production, the duty on conveyance by land being merely made lower, because the difficulty of conveyance forms of itself a protection, which is taken into the account. Examining the results of the present system, he finds a further reason for not altering it in this respect, since, with a tariff that seems so favourable to Belgium, the importation of iron from that state has in three years diminished from 9,300,000 kilograms to 3,191,000, while in the same three years the importation from England increased from 8,449,000 to 11,521,000.

The subject of iron necessarily involves that of engines, for of course, accordingly as the French have to pay more or less for their iron, they are so much the more or less in a position to compete with the engineers of other nations. Here a point of difficulty presented itself to the commission which M. Martin represents, for while encouragement was to be given to the construction of machines by French engineers, care was to be taken that the international navigation should be equal to that of other countries. At present there is a protective duty of 30 per cent. which is levied on all foreign steam-engines without distinction. This protection was found advantageous as far as regarded the construction of the smaller machines, but those of greater power it was found necessary to obtain from the English, so that it was impossible to compete with foreign navigation. The Government, to solve the difficulty, had proposed to reduce the duty on foreign engines to 10 per cent., allowing besides 15 per cent. to the native constructors in the shape of a drawback. M. Martin, considering the importance of the navigation, would admit, duty free, all foreign engines designed for international navigation, while on other engines the duty of 30 per cent. should remain.

These will serve as specimens of the manner in which the French customs' duties are likely to be regulated under the new arrangements. The report is too long to examine in full, but we may revert hereafter to some of the principal articles of commerce between the two countries.

**MINING ACCIDENT.**—A dreadful accident occurred at Hirwin Iron Works, to Lewis Lewis, who, while engaged with another man in driving a heading across the strata, for the purpose of working a vein of ironstone, was crushed by the falling of a stone, upwards of a ton in weight. The stone was obliged to be broken before it could be removed off the body.

**ACCIDENT ON THE EASTERN COUNTIES RAILWAY.**—The inquisition empanelled on Friday, the 21st inst., to inquire into the circumstances attendant on the death of the four unfortunate sufferers by this melancholy occurrence, terminated at half-past two o'clock on Thursday morning, when the jury returned a verdict of "Accidental Death," with a demand on the engine of 500*fr.* Great praise is due to Mr. Hall (the managing director), for his exertions to render every facility to the jury and others to make the strictest investigation into the cause of the accident.

**ACCIDENTS ON RAILROADS.**—As a preventive to the recurrence of those frightful accidents which have lately occurred, Thomas Cook, R.N., of Addiscombe College, suggests the propriety of the directors causing the first carriage of every train, or that which immediately follows the tender to the steam-engine, to be so connected to it, as that the guard in front (where he might ride) could instantaneously detach the whole train in a case of emergency, simply by touching a spring or lever with his foot. We agree with Mr. Cook, that nothing can be more simple than such a contrivance in its construction, nor apparently more safe in its application.

**ELECTRIC TELEGRAPH.**—This extraordinary machine is now being worked on the Great Western Railroad, between Drayton and Paddington; and, though no distinct idea of the apparatus can be imparted without plans and draughts of the dial, pipes, rods, &c., of which it is composed, yet the principle will excite unqualified admiration when our readers learn that intelligence is conveyed at the rate of 200,000 miles per second, or 8000 times quicker than light travels during the same period, by means of electrical currents passing through coils of copper wire, placed immediately behind some fine magnetic needles, made to operate upon a circular series of twenty letters, which indicate such terms, either separately or collectively, as they have been arranged to represent. This telegraph will not both day and night, in all states of the weather, and with a rapidity so superior to the common process, that one minute only is required for the communication of thirty signals.

**AMERICAN LOCOMOTIVES.**—We learn by the *United States Gazette*, "that Mr. Norris has shipped another of his engines for England, being the tenth which he has furnished the Birmingham and Gloucester Railroad Company. It is of the largest class of locomotives, and one ordered expressly for their inclined plane; being capable thereupon and elsewhere of drawing an average of about fifty tons more than any of our British manufacture. This is supposed to be superior to any yet sent, and its cost "on board" was 1850*fr.* sterling. Mr. Norris has orders for five more from the same source."

**METROPOLITAN BANK OF IRELAND.**—A new joint-stock bank is about being established, under the above title, with a capital of 1,000,000*fr.*, in 20,000 shares of 50*fr.* each, and a deposit of 5*fr.*

**NAVIGATION OF THE LABU.**—It is said, that negotiations are at present pending between Prussia and the electorate of Hesse, with reference to the deepening of the Labu. It is intended that the river should be rendered fit for steam navigation from its mouth to Seesen and Marbourg. These two governments are to execute, in common, the project, which will be a considerable advantage to commerce. The sum required for the works in the bed of the river is estimated at 800,000 florins.

## PROCEEDINGS OF PUBLIC COMPANIES.

## LONDON AND BLACKWALL RAILWAY COMPANY.

The half-yearly general meeting of proprietors in this undertaking was held at the London Tavern, on Thursday, the 27th inst.—after which a special general meeting was held, for the purpose of taking into consideration the propriety of adopting a resolution of the directors for reducing their number, from sixteen to ten.

WILLIAM ROUTH, Esq., in the chair.

The common seal of the company having been affixed to the registry of shares, the SECRETARY read the engineers' report, and the following report of the directors:—

## REPORT.

The directors of the London and Blackwall Railway meet the proprietors on this occasion with peculiar satisfaction, the railway having, since their last meeting, been opened for traffic, and being now in successful, although as yet but in partial, operation. On the 6th of July the trains commenced running between Blackwall and the Minories, upon one line of rails, at half-hour intervals; and, on the 2d inst., the second line was opened, admitting of trains being run every quarter hour from each end, at the same time carriages have been running every half-hour from London to the intermediate stations of Stepney, Limehouse, West India Docks, and Poplar, and the number of journeys which are now being daily performed, amount to no less than a hundred. Each journey, including the time required for placing the passengers in the carriages, occupying, on an average, not more than ten minutes. Carriages, within these few days, have been put on to run at half-hour time from Blackwall to Stepney; and as soon as the necessary arrangements can be made for carriages and breaksmen, others will be placed to run between some of the other stations and Blackwall.

The directors have to express their unqualified confidence in the system of working the railway by stationary engines and ropes, and the experience they already have had, although short, is sufficient to convince them that no other system in practice could have been adopted to admit, in so short a time, so many intermediate stations to be successfully worked.

The directors, with reference to that part of the report which relates to the breakage of the rope during the early part of the period of working the railway (the causes of which, with the remedies resorted to by the engineers, have been fully explained, deem it right to add, that they believe that, by the adoption of remedies pointed out by the engineers, the ropes are now in good working order. In the mean time, it is most satisfactory to be able to say, that in the instances when breakage occurred, there was no difficulty in splicing the rope, and no other inconvenience was experienced than a short delay, and without the smallest injury to the passengers.

The directors trust that the amount of traffic will not disappoint the proprietors, they themselves viewing it, under all the circumstances, as being highly satisfactory. From the 6th of July to the 24th of August, the number of passengers who travelled by the railway have been 334,511; and the total amount received 3654*fr.*, while the number of persons who have embarked and disembarked from the Brunswick Wharf have been 60,855. The principal part of these latter were to and from Woolwich—a town which, by means of the railway, has been brought within twenty-five minutes distance of the metropolis. The steam-boat traffic at present is but partially developed—partly owing to the company's preparations at the Brunswick Wharf being yet incomplete, by the want of suitable landing lighters, but principally in consequence of the distance from the seat of business, at which the Minories station is situated; the one inconvenience will be speedily removed, by the placing at Blackwall commodious landing lighters, which are now in progress of construction; and the other, by the establishment of the terminus in the City, which will be completed in the course of next spring—when, to steam-vessels with their passengers and goods, such facilities of transit will be afforded, as will assuredly constitute Blackwall the chief starting and arriving point for the numerous steamers which frequent the River Thames.

The directors have always been sensible of the insufficiency of the railway, so long as its London terminus shall be confined to the Minories, and they would hope that the proprietors feel with them, that the amount of the present traffic is by no means the standard by which their future prospects are to be governed. A knowledge of the localities, and of the habits of men of business, will convince them how great will be the value of transferring the London terminus to Fenchurch street, immediately adjoining the dock warehouses, and in the midst of the counting-houses of the colonial merchants and factors.

The progress making, in regard to the extension of the line, although not apparent to the eye, is considerable; the claims of the several parties, whose property is destined to be removed, have been duly considered, and negotiations are advancing for the purchase of the same. The records are, in a great measure, in the hands of the Corporation of London, and they have already been agreed for, while many of the other interests have also been adjusted, so that the ground may be expected to be cleared during the winter. Three months are reckoned to be sufficient to construct the whole of the works, and, therefore, during the ensuing spring, the trains may be expected to run to and from the new terminus in Fenchurch street.

A statement of the half-yearly receipts and disbursements is appended to this report. It may be necessary, for its proper elucidation, to state, that the surplus property which has been sold for, and which remains to be disposed of, has been estimated by competent persons at 90,000*fr.* In order to be prepared for the payment of the property purchased, and purchasing, on the Extension line, a call of 1*fr.* per share will be necessary before the end of the year—due notice of which will be given to the proprietors in the usual way.

It is judged, by some persons, that the fares charged to passengers are too low; but the directors trust that the proprietors will give them credit for having maturely weighed the subject, and they hope that the discretion will be left in their hands, either to continue the present rates, or to advance them, as they may deem most conducive to the general interests of the concern.

The directors cannot conclude their report without again assuring the proprietors of their confidence in the success of the undertaking; the system adopted was at one time looked upon as visionary, but they now perceive how practically correct have been the calculations of their engineers, and how completely their anticipations have been borne out by the results. With regard to railways in general, experience has shown that their capabilities are never manifested at once—a considerable time is always required before the full tide of traffic will flow into new channels; and in the case of the Blackwall Railway, the directors firmly believe, that a fair development of its resources will prove, that the expectations that have been formed of it will not be disappointed.

## General Account of Receipts and Disbursements.

## RECEIPTS.

Total amount of receipts to 31st December, 1839	431,096 19 7
Ditto half-year, to 26th June, 1840	236,371 13 6
Total	667,468 13 1

## DISBURSEMENTS.

Total amount of disbursements to 30th Dec., 1839	415,860 16 10
Ditto half-year, to 26th June, 1840	227,492 13 4
Balance at bankers, 30th June, 1840	24,728 2 11
Total	668,080 13 1

The CHAIRMAN said, the object of the directors had been to render this report as intelligible as possible, but still there was one or two things which he would make a few observations on; the first, as regarded the intermediate stations, which the results had shown were so essential to success; had they adopted locomotive engines, the delay in stoppages could not possibly be calculated at less than one minute for each; this would have made it impossible to perform the journey in less than fifteen minutes, and would have entirely defeated the object the company had in view. By the adoption of fixed engines, and the rope, the distance was accomplished in ten minutes, stopping at the intermediate stations, without the slightest difficulty. The importance of these stations could be appreciated, when he stated the fact, that they produced 50 per cent. of the whole traffic on the line. The steam-boat traffic from the Brunswick wharf constituted about 25 per cent. of the traffic, and from the most careful analysis, it was apparent that this 75 per cent. might be considered entirely business traffic. This traffic was improving every day; last week the number of passengers was 63,244—upwards of 3000 a-day—and the income 936*fr.* 13*fr.* 3*fr.* He felt no hesitation in expressing his opinion that, in twelve months, a dividend of at least 10 per cent. might be calculated upon. He should be most happy to answer any questions which might be asked. Both their engineers had been expected to-day, but circumstances had prevented them.

In answer to a question from a proprietor as to the proportion of receipts over expenditure—the CHAIRMAN stated, that he thought they might keep their expenses (including 10,000*fr.* per annum interest) within 28,000*fr.*; and they had every confidence that their income would be 2000*fr.* per week.

After some further conversation, the directors' report was unanimously adopted.

The special general meeting was then held for the passing a resolution for reducing the number of directors from sixteen to ten—the resolution naming nine gentlemen, who had before been in the direction, and Captain Routh, the son of the chairman. After a lengthened conversation, in which Mr. CRAWFORD expressed his regret that, by balloting out of a certain number of directors, the lot should have fallen on Alderman Humphrey, a gentleman so well qualified, in every respect, for the situation of director; and who had devoted so much of his time to their interest, while, at the same time, it was the general feeling that Captain Routh was most ably qualified for a seat in the direction. Messrs. Jeffreys, Salamons, and other shareholders, joined in the expression of approbation of the past exertions of Alderman Humphrey, and the CHAIRMAN stated, that he was authorised to say, that if the proprietors would leave it in the hands of the directors, there would not be the slightest difficulty in their obtaining the valuable services of Mr. Humphrey as a director, and still reducing their number to ten.

On this understanding, the resolution was passed unanimously. Thanks were voted to the chairman and directors—the CHAIRMAN returned thanks, and the meeting separated.

## EASTERN COUNTIES RAILWAY COMPANY.

The half-yearly meeting of this company was held on Thursday, the 27th inst., at the London Tavern, Bishopsgate street.

HENRY BOSANQUET, Esq., in the chair.

The meeting having been opened in the usual way, the CHAIRMAN, after briefly alluding to the late melancholy accident upon the line, detailed at great length the result of an investigation made personally by himself into the traffic of the district through which the railway runs. He described the amount of this traffic as being much greater than any one would believe, who had not minutely examined the country, and enumerated fifty-eight places varying in population from 2000 to 60,000, all of which were upon or available contiguous to the railway. Among these were Brentwood, Romford, Chelmsford, Harwich, Ipswich, Eye, Norwich, and Yarmouth. He described the number of waggons and vans traversing the roads laden with produce of various kinds, as being very great. He said there were from 400 to 500 gentlemen's seats in Norfolk and as many in Suffolk, and ridiculed the idea that an agricultural population was not likely to patronise a railway. In proof of the interest taken in agricultural affairs, he alluded to the recent meeting at Cambridge, at which upwards of 2800 of the principal persons in the land were present, many of them from the counties through which that line ran. He defended Essex from the charge of being a dull uninteresting county, and attributed its unfashionable character in some degree to the difficulty of obtaining access to it through the purlieus of Whitechapel—an objection which the railway would remove.

Mr. DUNCAN (the company's solicitor) then read the report of the directors:—

## REPORT.

The report commenced by alluding to the successful issue of the proceedings which the directors had been compelled to adopt with regard to the *mandamus* question, and the bill recently before Parliament, which bill it described as having been introduced by a few shareholders, without the sanction of the directors, the proprietors, or the public. The report recommended unanimously, now that these matters had been settled. Reference was then made to the opening of the line from Shoreditch to Brentwood, in July last, and it was stated that the traffic had been tripled, as compared with that which passed over the line when only open from Devonshire street to Romford. The opening of the Northern and Eastern line in September would add much to the prosperity of the Eastern Counties Company. The opposition already referred to had greatly retarded the operations of the directors, but the gradients of the line had been revised, and it was confidently believed that the line, from the reduction made in the earthwork, and the proposed increase of gradient, could be completed to Colchester in about twelve months, if funds were forthcoming. The works generally, but especially the Shoreditch viaduct, reflected great credit on the engineer. More money would be required, and the directors would soon call a special meeting, to consider the propriety of issuing new shares. The accounts had now been got into shape, and it had been ascertained that 1116*fr.* was due on shares in the early career of the undertaking, which sum the directors were taking legal means to recover from the parties concerned. Since the last meeting, Capt. C. Moorsom had resigned his seat at the board, and Alexander Heyes, Esq., of Furnival's Inn, had been appointed by the directors in his room. The report concluded by reference to the verdict of the jury in the case of the late melancholy accident, and the demand of 500*fr.* The directors thought this demand most unjust, as it had been clearly proved, they said, that the line and engine were in perfect order, and that the occurrence was attributable solely to the recklessness of the deceased engineer (Foster), and his disregard of orders.

A report from Mr. Braithwaite (the engineer) was next read.

The engineer's report described the state of the works upon the different parts of the line. The viaduct at Shoreditch had been so well constructed, that out of 160 bridges and arches it had only been necessary to condemn three, which were replaced by the contractors, at their own cost, within forty-eight hours. The report then adverted to recent experiments, which had shown, it said, that inclined planes could be beneficially worked, so that, by altering some of the gradients east of Brentwood, much expense of construction, and considerable time, would be saved. The gradients would still be better than upon some parts of the line already in operation.

The balance-sheet showed, that, during the last six months, the sum expended in land and compensation had been 15,097*fr.*; in contracts and works, 35,723*fr.*; in engineering, 984*fr.*; and by payment on account of loans, 26,161*fr.*—making, with other items, a total expenditure of 80,721*fr.*, and leaving an available balance of 19,248*fr.* The balance-sheet of the traffic department showed an available surplus of receipts, above expenditure, from the 4th January to 4th July, of 7698*fr.*

A long and desultory conversation ensued, in which a variety of points were touched upon. The following are the principal results. The sum which the company can raise by new shares is 533,000*fr.* There are already twelve coaches that use the line, and the manager is in treaty with the proprietors of ten or twelve others. But for the late accident, he had no doubt they would already have been placed on it. A committee of directors were rigidly investigating the circumstances connected with the accident, and would do everything in their power to prevent a recurrence of such a calamity. Since the last meeting there had been an excess of 100,000*fr.* upon the estimate required for the land as far as Colchester. The directors had been compelled, in consequence of certain deviations (which would be profitable), to take more land than they had anticipated, but the surplus property to be disposed of would produce 50,000*fr.* There was also about 100,000*fr.* more required for a carrying establishment, which had not been included in the former estimate. Altogether it would take about 2,250,000*fr.* to reach Colchester, and, if certain heavy cuttings were proceeded with in the present summer, about twelve months from the end of the season would suffice to finish the work. Want of funds had prevented the directors from proceeding so fast as they could have wished.

Mr. G. KNOX strongly urged upon the board the propriety and expediency of prosecuting the works vigorously, which could only be done by raising further capital.—The meeting appeared to be unanimous in urging the directors to issue the new shares as soon as possible.—The CHAIRMAN said the directors fully agreed with these views, and no time should be lost.

In the course of a conversation respecting the gradients to be adopted, the DEPUTY-CHAIRMAN (Mr. Rathbone) mentioned the cases of other railways where greater gradients were advantageously worked.—Mr. Braithwaite proposed that that his steepest gradient east of Brentwood should be 1 in 130; on the Liverpool and Manchester line there were gradients of 1 in 100.—The report was unanimously adopted, and was ordered to be printed.

An estimate of traffic, prepared under the superintendence of Capt. Moorsom, having been incidentally alluded to, was partly read. It showed a probable return of 10 per cent. on a capital of 2,200,000*fr.* It was stated that Capt. M. had excluded everything of a doubtful or speculative character, and had, indeed, determined to cut down the estimate as low as possible.

Mr. ATKINSON (of Liverpool) proposed a resolution, recommending the directors to raise further capital as soon as possible, in whatever way they might deem best. The honourable proprietor highly eulogised the conduct of the directors—in which expression of feeling the meeting at large seemed cordially to join. He also commented in severe terms upon what he called the monstrous verdict of the jury.—The resolution was passed unanimously.

A resolution was also passed, confirming the forfeiture of above 600 shares upon which certain calls had fallen into arrear. It was explained that upon 245 of these shares the full calls would be paid after certain forms had been complied with, and that upon 412 of the remainder the sum of 7*fr.* each had been received.

Mr. ATKINSON spoke of the traffic on the Eastern Counties line as being greater than upon many other lines—such as the Hull and Selby, London and Croydon, Ulster, &c. He had no doubt that it would ultimately prove very successful.

A vote of thanks having been passed to the directors, and suitably acknowledged by the deputy-chairman, the meeting separated.—The greatest unanimity pervaded the large and respectable meeting.

## THAMES HAVEN RAILWAY AND DOCK COMPANY.

The half-yearly general meeting of the shareholders of this company was held at the offices, 28, Moorgate street, on Friday, the 28th inst.

JAMES ESDALE, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN briefly stated that the affairs of the company being quite at a stand still, they had no report to make, and it was for the shareholders to make any suggestions which they might deem most advisable for the good of the company.—A statement of accounts was submitted, from which it appeared that the total receipts amounted to 23,148*fr.* and the money expended to 19,867*fr.*—leaving a balance, which is now at interest, of 3181*fr.* It was stated that all expense to the company is now stopped.

A resolution was then proposed by Mr. BERRY (of Manchester) for the dissolution of the company, upon the plea of their not being in a position to carry out the Act of Parliament, which was followed by a long discussion, between Mr. Ainslie and the Manchester directors—the feeling of the latter being towards winding up the company, whilst Mr. Am-



sink strongly objected to such course, feeling as much impressed as ever with the successful results which would arise from carrying out the undertaking. That gentleman went into much detail upon the prospects and advantages of the company, contending that no line could be so cheaply constructed, and with less difficulties. The present board, composed partly of Manchester shareholders, being inefficient for the carrying on the undertaking, from the difficulty of getting a quorum, he proposed that those gentlemen should resign their seat, to make room for an addition of London directors, who would take up the remaining shares, and place them in a position to carry out the objects of the Act.

Mr. Ainsinck was supported by Sir G. STEPHENS, who mentioned several persons of high standing as eligible for seats in the direction, but to whom he could not apply assured of the readiness of the Manchester directors to retire. Mr. POTTAR, on the part of the Manchester directors, was not then prepared to give in their resignations, but stated that they should be happy to retire, upon being assured it would be for the benefit of the undertaking to do so; this promise was not deemed sufficiently definite to ask those parties to come forward, and, after much conversation, it was ultimately agreed to adjourn the meeting to Friday, October 30th, when the Manchester gentlemen would attend.

A vote of thanks was carried by acclamation to Sir George Stephens, for his exertions for the interests of the company, and to the chairman, and the meeting adjourned.

#### GREAT LEINSTER AND MUNSTER RAILWAY—DUBLIN AND KILKENNY.

The half-yearly general meeting of the proprietors of this company was held at their offices, in Moorgate-street, on Friday, the 28th inst.

HENRY BAINBRIDGE, Esq., in the chair.

The attendance of shareholders was not sufficiently numerous to constitute a legal meeting, so as to admit of the passing of resolutions. The report of the directors was, nevertheless, read.

#### REPORT.

The report set forth the favourable terms upon which the land required for the line had been secured. There was not a single landowner opposed to them throughout the whole line. As the compulsory powers of the company's Act were on the eve of expiring, in July last, the directors had caused notices to be served on the owners of the land in those instances where, from incapacity, or other legal disability, the owners were not in a position to treat with the company. The result had been most gratifying. The professional gentlemen engaged in these inquiries had consented to waive their fees if the works should not go on, and the directors had advanced from their own private funds a sum of £200, in case the funds at the company's bankers should be insufficient to complete the purchase of the property. This sum of £200 was now placed to the credit of the company at its bankers. The report concluded by expressing the continued confidence of the board in the value and ultimate success of the railway.

The CHAIRMAN said, for his own part, he was more sanguine than ever of the success of the line. Influential parties seemed disposed to take it up, and negotiations were now pending. Mr. SMYTH expressed the obligations which the proprietors were under for the great exertions made by the directors and the secretary (Mr. Harte) since the last meeting, in securing so favourable a settlement of the landowners' claims at so short a notice.

Mr. MAHER, M.P., said the directors were fully satisfied that the line would ultimately prove most successful, and they could give no better proof of their confidence than they had given already, by advancing the £1200, referred to in the report. Mr. SMYTH thought the directors had acted most liberally as individuals, and had exhibited their full confidence in the merits of the concern. The CHAIRMAN said the works would be proceeded with as soon as 5000 shares were subscribed for.

Mr. SHAW thought this might easily be accomplished, if the present proprietors would endeavour to prevail upon their friends to patronise the undertaking. He was sure they would have no reason to repent the step. The directors were encouraged by influential parties to proceed with the undertaking.

The CHAIRMAN thought that the prosecution of the railway works during the approaching winter would be a great benefit to the district, and to Ireland generally, by supplying work for the starving labourers.

Mr. SHAW was sure that the line would prove profitable, even if it were not constructed farther than Naas. If that was once done, there could not be the least doubt that the execution of the whole would speedily follow.

An estimate of the sum necessary to complete the railway was read. It was drawn up by Mr. McNeill and Mr. Aher (the company's engineer), and stated that the whole (seventy-three miles long) might be completed for a sum not exceeding £83,400. The engineers expressed their readiness to find responsible contractors, who would execute the works for that sum.

It was stated that labour being very much more plentiful, and consequently cheaper in Ireland than in England, the cost of constructing railways in the one country would be much less than in the other. It was also stated that Mr. Locke, Mr. Stephenson, and other highly competent parties, had great confidence in the accuracy of the estimates of the company's engineers. Ultimately, after a good deal of desultory conversation, it was agreed that the meeting should stand adjourned till next Friday. The meeting seemed pleased with the prospects which were opening up to the company. A paper was circulated in the room, signed by some of the parties present, agreeing to take up so many of the 3000 shares requisite to complete the number of 5000 shares above referred to, on condition that no call should be made till March next, and that if the whole 5000 were not subscribed for, no subscriber should be held individually liable.

#### GREAT WESTERN RAILWAY COMPANY.

The tenth half-yearly general meeting of this company took place at Bristol, on Thursday, the 27th inst.

CHARLES RUSSELL, Esq., in the chair.

The report of the directors was read, and received the sanction of the meeting.

From the report it appears that it is intended to create 37,500 shares, of 20s. each, which will produce a sum of £750,000, offering to each proprietor one new share at par, in respect of an original 100s. share, or two half shares of 50s. each. It is intended to call for 14s. per share on each of these 37,500 shares, and apply it in the redemption of 180,000 of outstanding mortgages. The remaining 14s. on these additional shares is to be called for in order to pay off the mortgages. The sum of £600,000 is to be borrowed on loan notes, to bear interest at the rate of 5 per cent. subject to a covenant of discharge of the said loan notes at fixed periods, either in cash or in the new mortgage debentures, at the option of the holders of these loan notes, to be declared one month before its maturity.

According to the general abstract of expenditure, it appears that, to the 30th of June, the sum of 4,308,150, had been expended. The amount of receipts for the last half-year is £8,521,128. 6d., for the conveyance of passengers, mails, and goods, and an extension of 740s. 18s. 6d. for the carriage of timber and materials for the line, making a total for the whole half-year of £9,937,988. The costs of maintaining the locomotive department, also the maintenance of way between London and Stevenage, wages to guards, conductors, police, &c., repairs at stations, government duty on mileage, and salaries, &c., of various servants, with other similar costs, amount altogether during the half-year to the sum of £3,749,188, being nearly in the proportion of forty-eight and three-fourths of the gross receipts. This leaves the net balance of receipts over cost of maintenance for the half-year of £4,188,800.

According to the report of Mr. Brunel, submitted to the meeting, the railway between Bristol and Bath will be opened on Monday. It is expected to complete the line to the turnpike-road between Swindon and Wootton Bassett in the early part of November; and it is hoped that the whole line may be opened in the course of twelve months from the present time. It was proposed to make a dividend from the amount of revenue in hand. However, the proposition was abandoned, it being considered likely to embarrass the financial arrangements of the directors in issuing the new shares.

Mr. Aiken moved a resolution authorising the directors to grant the fee of the land for building a church, and enforced it by several powerful arguments.

The motion having been seconded, a long discussion followed, in which Messrs. Heyworth, Tothill, Fry, Hall, Harley, C. B. Frigg, and others, took part. It was contended by some of the proprietors, that the company could not legally grant the land for the purpose of building a church, nor for any other purpose not contemplated by the act. Other shareholders contended that if the land was granted for building a church, other applications would be made by Wesleyans, Unitarians, and Roman Catholics, for land on which to build chapels in their connections, and that on the same principle they could not be refused. It was then proposed that the motion should be withdrawn, and that a paper should be sent round for receiving the names of such gentlemen as chose to subscribe for the purpose of purchasing the land of the company, and afterwards appropriating it to the object intended by the motion before the meeting.

A protracted conversation followed this proposition, in the course of which the directors declined to withdraw the resolution, as it had been come to by them after much deliberation. It was ultimately left to Mr.

Aiken to do as he thought most advisable under the circumstances; and that gentleman, on the understanding that the company should be allowed to sell the land for the contemplated object, and that the purchase would be made by the subscriptions of proprietors, consented that the motion should be withdrawn.—Votes of thanks were then passed to the chairman, the board of directors, and the Society of Merchants for the use of the hall, and the meeting broke up.

#### SOUTHAMPTON DOCKS COMPANY.

The half-yearly general meeting of proprietors in this undertaking was held at the company's offices, Bishopsgate-street, on Friday, the 28th inst. JOSEPH LIGGINS, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, The CHAIRMAN said, as their time was valuable, perhaps it would only be necessary to read the resolutions passed at the last meeting, and not the whole report, previous to confirmation.

Mr. RICHARDS wished to have that part of the report relating to the Royal Mail Steam Packet Company read.

The SECRETARY then read that part of the report of the directors presented at the last meeting, relating to the Mail Steam Packet Company, when the directors expressed their confidence that Southampton would be made their station of outfit. He also read the resolutions, which were confirmed.

The CHAIRMAN said, before presenting the report for their consideration, he wished to submit a few remarks. At the last meeting they came before the proprietors with mingled feelings of pain and pleasure—on the present occasion—happy was he to say so—they came before them with unalloyed satisfaction—and they had good reasons for such satisfaction: as a corporation they were out of debt, and they were now in possession of the fee-simple of 208 acres, of what he believed to be the most valuable soil in the kingdom. The works, as far as completed, had given the most unbounded satisfaction; they had stood some of the most severe gales known in the memory of man, and there was nothing to excite fear of their permanency. They had also the satisfaction of stating, that, since the commencement of the works, not one accident of any consequence had happened, nor one life lost. The directors had, on former occasions, expressed their sanguine expectations of the results of this undertaking, and he could say fearlessly, that those hopes remain to the present moment perfectly unshaken, and more than that, there was trade and connexions arising at the port of Southampton hitherto totally unexpected. If Mr. Richards had been deserving of the thanks of the directors, he would cordially have given them on this occasion, for drawing their attention to the Mail Packet Company. He knew Mr. Richards's motive for having that part of the report read, and no doubt it was his intention to taunt the directors with the fact, that the commissioners had named Dartmouth as the mail station; but if he thought he had caught the directors tripping, he was very much mistaken. The Mail Packet Company, although they must take up the bags at Dartmouth, would still make Southampton their station of outfit, and himself and colleagues would still stand by every paragraph in that report.

The SECRETARY then read the report, which, with the engineer's report, fully explained the present favourable position of the company. The share list is still improving; the Mail Packet Company having the power to start from which port they please, there was no doubt Southampton would be their choice, as also the Peninsular and Oriental Steam Navigation Company; the close and the tidal docks are now in course of execution, and a powerful dredging-engine and boat were erected for clearing the bed of the Itchen, and deepening its channel; the number of men at work about 600.

From the statement of accounts it appeared that the total expenses to the present time had been £1,720, 0s. 7d., and leaving a balance in hand of £2,362, 11s. 4d. On the resolution being put for the adoption of the report, Mr. RICHARDS rose for the purpose of explanation, when a noisy discussion ensued, and it certainly appeared the feeling of a large majority of the meeting, that having uniformly exerted himself to render all the annoyance and do all the injury in his power to the company, and also his being at the present time a defaulter, that he was not entitled to speak or vote, nor, indeed, to the common courtesy of the meeting.—Mr. MANNING moved an amendment to the effect, that the directors' salary should be considered and settled at every half-yearly meeting, until the docks were opened, which, however, was not seconded, and the original motion was carried with only one dissentient.—Thanks were then voted to the chairman, who acknowledged the same, and the meeting, which lasted upwards of two hours, separated.

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ferent applicants to be reinstated as shareholders; and that the directors be authorised to act on their respective claims as they may deem expedient, either by issuing more shares or otherwise, and that such committee consist of Mr. W. Thorne, Mr. W. Avery, Mr. Young, Mr. Stoneham, and Mr. Vivian.

The thanks of the meeting having been voted to the chairman, for his efficient conduct in the chair, the meeting adjourned.

#### GENERAL STEAM NAVIGATION COMPANY.

The half-yearly general meeting of the proprietors of this company was held at the offices of the company, Lombard-street, on Tuesday, the 25th inst. WOLVERLEY ATTWOOD, Esq., M.P., in the chair.

The report and half-yearly accounts were read, and very full explanations of the present state and prospects of the affairs of the company entered into, which appeared to afford general satisfaction; and the favourable progress of the company was the subject of much congratulation. The usual dividend was declared; and, after voting thanks to the chairman and directors, the meeting separated.

#### BIRMINGHAM AND GLOUCESTER RAILWAY.

The eighth half-yearly general meeting of this company was held at Dea's Royal Hotel, Birmingham, on Friday, the 21st inst.

JOSEPH WALKER, Esq., in the chair.

The SECRETARY having read the notice convening the meeting, and the common seal having been affixed to the registry of proprietors, proceeded to read the directors' report, which stated that the line from Cheltenham to Broomsgrove (thirty-one miles) had been open since the 24th June, and that a further opening to within eight miles of Birmingham, would take place next month, and that the completion might be relied on in the present year; the traffic had exceeded their most sanguine expectations—the number of passengers averaging 4092 weekly; that they had taken possession of the Cheltenham and Great Western line under the powers of their Act of Parliament, which would be open to the public in November; that the Bristol and Gloucester Railway Company had commenced, which would be, when completed, of such advantage to this company, that the sum authorised to be raised would be sufficient to complete the works; that no Sunday traffic would be carried on except the usual mail trains, the final decision on this subject to be left to the next general meeting. From the statement of accounts it appeared the whole expenses up to the present time had been 300,761, and the balance at the time of meeting, including 2897, for advances for engineering, was 104,242, 6s.

Captain Moorsom proposed that 600, per annua should be placed at the disposal of the directors, which was seconded by Mr. E. STUBBS, and passed unanimously.—Thanks were voted to the chairman, and the meeting separated.

#### BIRMINGHAM AND DERBY RAILWAY.

The half-yearly general meeting of the shareholders in this undertaking was held at Dea's Royal Hotel, Birmingham, on Monday, the 24th inst.

HENRY SMYTH, Esq., in the chair.

The advertisement convening the meeting was read, and the common seal affixed to the registry. The SECRETARY then read the directors' report, which stated that the application to Parliament for a direct line to Birmingham, instead of the Hitchford line, had been successful, though opposed by a landowner in both Houses; that the additional outlay required would be 46,000, but the saving in tolls to the London and Birmingham line would be, in consequence, 10 per cent.; that since the opening of the line to Hampton 150,728 passengers had availed themselves of this mode of transit, without one case of personal injury; that the price the company paid for coke was reduced nearly one-half—viz., from 31s. to 16s.; that since the partial opening the receipts had so much increased as to place at the disposal of the directors (which would be applicable to the purposes of a dividend) 6545, 4s. 9d., and recommended a dividend of 1, per share on the 10th of September next; that 4726 of the new shares authorised by the general meeting of the 29th June last had been taken, and it was for the meeting to determine how the remainder should be disposed of.

The report was adopted; three retiring directors (Messrs. Kenrick, Pemberton, and Smith) were re-elected; thanks were voted to the chairman, and the meeting separated.

#### NORTH AND SOUTH WALES BANK.

The fourth yearly general meeting of the proprietors of this company was held at Liverpool, yesterday week, CHRISTOPHER BENTHAM, Esq., in the chair, when the directors announced that, after a minute and careful examination into the affairs of the bank, there was a clear profit of 5302, 7s. Out of this sum they recommended that a dividend of 1, per cent. for the half-year should be declared, making the dividend for the year 5 per cent. While the directors regretted the smallness of this dividend, the best guarantee was at the same time afforded of the permanent prosperity of the bank, in the assurance that it had been safely carried through a period of unexampled difficulty, from the effects of which but few other establishments had altogether escaped.

NEWCASTLE COMMERCIAL BANKING COMPANY.—At the late annual meeting, the directors declared a dividend of 6



## PUBLIC COMPANIES.

## MEETINGS.

**ANGLO-MEXICAN MINING ASSOCIATION.**—A SPECIAL GENERAL MEETING of the proprietors of the "Association for Assisting in working the Mines of Mexico and other parts of Spanish America," will be held at the office of the Anglo-Mexican Mining Company, No. 9, New Broad-street, on Friday, the 11th day of September next, at One o'clock precisely, for the purpose of taking into consideration the expediency of raising additional capital for the association.

5, Broad-street buildings, August 29.

**BRISTOL AND EXETER RAILWAY COMPANY.**—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of this company, will be held in pursuance of the Act of Incorporation, at the Merchant's Hall, in Bristol, on Wednesday, the 26th of September, at half-past Twelve o'clock, at which meeting the forfeiture of certain shares, which have been declared forfeited by the directors, in consequence of the non-payment of several calls due thereon, will be submitted for confirmation. The chair will be taken at One o'clock precisely.

The transfer books will be closed on Saturday, the 23rd of August, and not be reopened until after the said general meeting of the 26th of September. By clause 127 of the Act of Parliament, no proprietor whose shares are in arrear, is allowed to vote at any meeting of the proprietors.

Railway-office, 35, Broad-street, Bristol, August 12.

**BRISTOL AND EXETER RAILWAY.**—Notice is hereby given, that at the HALF-YEARLY GENERAL MEETING, on Wednesday, the 26th of September, the terms of the Bristol and Exeter Railway, and the GREAT WESTERN RAILWAY COMPANY, will be submitted to the proprietors for their confirmation. By order of the board of directors, Bristol, office, 35, Broad-street.

## CALLS.

**EUROPEAN GAS COMPANY.**—The directors give notice, that a CALL of TWO POUNDS per share is required to be paid on or before Wednesday, the 11th day of November next, at the banking house of Messrs. Ladbrookes, Kingscote, and Co., Bank buildings, London, pursuant to the provisions of the Deed of Settlement. By order of the board, 39, Finsbury-circus, London, August 27.

**REETH CONSOLIDATED MINING COMPANY.**—The directors of the Reeth Consolidated Mining Company hereby give notice, that they have this day made a CALL of TEN SHILLINGS per share upon the shares of this company, and the proprietors of shares therein are required to pay the amount on or before the 23rd day of September next, at the bank of Messrs. William Williams Brown, Charles Barr, and Co., Leeds. By order of the directors, 26, Albion-street, Leeds, 15th August.

N.B.—Shareholders neglecting to pay their calls, according to notice, will incur the absolute forfeiture of their shares.

## DIVIDENDS.

**COPIAPO MINING COMPANY.**—Notice is hereby given, that at the Annual Meeting of Proprietors, held on the 14th ultimo, a DIVIDEND of FIFTEEN SHILLINGS per share was declared (the same will be payable at the company's office, on Tuesday, the 1st September, and following days, between the hours of Twelve and Three. The dividend warrants must be left at the office for examination two days previous.

By order of the directors, 27, Austin friars, August 4.

**TAMAR SILVER-LEAD MINING COMPANY.**—Notice is hereby given, that a DIVIDEND of FIVE POUNDS PER CENT. has been declared by the directors upon the paid-up capital of this company, payable on the 17th September next and following days.

47, Finsbury-square August 12.

**NORTH AND SOUTH WALES BANK.**—The directors do hereby give notice, that a HALF-YEARLY DIVIDEND, at the rate of THREE PER CENT. PER ANNUM, on the capital stock of the company (making 5 per cent. on the past year), to the 30th June, 1841, will be paid, on and after the 14th September next, at the head office of the bank in Liverpool, and the respective branches. No transfer of shares can be made between the 29th August and the said 14th September, as the BOOKS must be CLOSED during that period.

By order of the directors, THOS. A. COLLETT, General Manager. Each proprietor will be expected, on applying for his dividend, to produce (if required) his certificate of shares.

## PUBLIC COMPANIES.

## MEETINGS.

London Grand Junction Railway ..... 68, Cheapside, ..... August 31. 1.  
Midland Counties Railway ..... Station, Leicester, ..... 31. 1.  
Trent Valley Railway ..... 6, St. Mildred's-court, ..... 31. 1.  
Great North of England Railway ..... Darlington, ..... Sept. 1. 11.  
Bristol and Exeter Railway ..... Merchant's hall Bristol ..... 2. 124.  
Zanadeca Mining Company ..... 9, New Broad-street, ..... 2. 1.  
United Hills Mining Company ..... 8, Adam's-court, ..... 2. 2.  
Kent Water Works ..... George and Vulture Tavern ..... 7. 12.  
Grand Collier Coal Company ..... 28, F. neburgh-street, ..... 8. 2.  
London and Croydon Railway ..... London Tavern ..... 8. 1.  
West London Railway ..... 11, Abchurch-lane, ..... 9. 1.  
Anglo-Mexican Mining Association ..... 9, New Broad-street, ..... 11. 1.

## CALLS.

West Wheel Jewell Mining Co. .... 10s. Sept. 1. .... London & Westminster Bank.  
Edinburgh and Leith Railway ..... 2s. .... As former calls.  
City of London Gas Company ..... 1s. .... Dorset-street.  
Hungerford Suspension Bridge ..... 2s. .... 18. .... Wright and Co.  
West Wallis Mining Company ..... 5s. .... 14. .... Manchester & Liverpool Dist. Bank.  
Equitable Reversionary Society ..... 5s. .... 13. .... Coutts and Co.  
London and Brighton Railway ..... 5s. .... 16. .... As former calls.  
Great North of England Railway ..... 5s. .... 17. .... As former calls.  
Queen's Mining Company ..... 5s. .... 24. .... Bosanquet and Co.  
Rose Town Mining Company ..... 5s. .... 24. .... Bosanquet and Co.  
Forth and Clyde Coal Co. .... 10s. .... Oct. 13. .... Union Bank of London.

## DIVIDENDS.

Mining Company of Ireland ..... 10 per cent. Office, Dublin, ..... Sept. 1.  
Copiapo Mining Company ..... 15s. per sh. 22, Austin friars ..... 1.  
Van Houten's Land Company ..... 6s. per sh. 55, Old Broad-street ..... 1.  
Wicklow Copper Mine ..... 5 per cent. 27, Tokenhouse-yard, ..... 7.  
London and Westminster Bank ..... 5s. .... Bank, Lombury, ..... 7.  
North and South Wales Bank ..... 12 per cent. Bank, Liverpool, & branches ..... 14.  
Tamar Silver-Lead Mining Co. .... 5 per cent. 44, Finsbury-square ..... 17.  
British and Colonial Trust Co. .... 4 per cent. 44, West Strand, ..... 7.  
Commercial Bank, New Orleans ..... 4 per cent. 16, Tokenhouse-yard, ..... Nov. 13.

## WEEKLY RAILWAY TRAFFIC RETURNS.

## LONDON AND BIRMINGHAM RAILWAY.

(Length of Line, 113 miles.)  
The gross amount for conveyance of passengers, parcels, carriages, horses, and the express mail, ending the 30th day of August ..... £14,331 14 9  
For merchandise for the same time ..... 118 11 1  
Cattle ..... 324 5 0  
Total ..... £16,804 13 9

## GREAT WESTERN RAILWAY.

(Length of Line opened, 63 miles.)  
Total Returns for the week ending 23rd of August ..... £3805 13 11

## LONDON AND SOUTH-WESTERN RAILWAY.

(Length of Line, 70 miles.)  
Total receipts for passengers, parcels, &c., on this line for the week ending the 23rd of August, at 11.15. 14d.

## EASTERN COUNTIES RAILWAY.

(Length of Line opened to Brentwood, 12½ miles.)  
Passengers to August 16th ..... 374 919  
Ditto, for the week ending the 23rd of August ..... 6,947  
Total passengers ..... 381,868

## LONDON AND BRIGHTON RAILWAY—SHOREHAM BRANCH.

(Length of Line opened, 6 miles.)  
Total returns for the week ending August 23rd ..... £138 10 3

## LONDON AND BLACKWALL RAILWAY.

(Length of Line, 3½ miles.)  
Total receipts for passengers for the week ending August 27th ..... £934 7 8

## LONDON AND GREENWICH.

(Length of Line, 3½ miles.)  
Week ending 27th Aug. .... £1038 16s. 11d.

## LONDON AND CROYDON.

(Length of Line, 10½ miles.)  
Week ending 27th August. .... £782 13s. 7½d

## RAILWAY TRAVELLING.

The amount of duty paid to Government from twelve of the principal railways in England and in the year ending the 31st of January last, was (according to returns laid before the select committee) very nearly £50,000. Of that sum the London and Birmingham Company and Great Junction Company jointly contributed more than one-half, the former paying 26,262. 2s. 14d. and the latter 14,262. 9s. 5d. The remainder of the amount was made up as follows:—Liverpool and Manchester Railway, 7101s.; London and South-Western, 5430s.; Great Western, 2449s.; London and Greenwich, 2701s.; Newcastle and Carlisle, 2123s.; North Union, 1300s.; Leeds and Selby, 1230s.; Manchester, Bolton, and Bury, 1231s.; Manchester and Leeds, 1124s.; and Newcastle and North Shields, 962s. It is to be observed that several of the above lines were but very partially opened during the greater portion of the period embraced in these returns—for example, the Manchester and Leeds line was not opened at all till the 4th of July, 1839. The amount which they will contribute during the current year will therefore be very much larger.

From another return it appears that the proportion which the Government duty bears to the fares of the several companies is nearly as follows:—London and Birmingham, 1:2d; Great Western, Liverpool and Manchester, and Manchester and Bolton, 1:1½d; Newcastle and Carlisle, 1:1½d; North Union, and Manchester and Leeds, 1:1½d; Great Junction, 1:12½d. On one of the Scotch lines (the Monkland and Kirkcaldy) the proportion of the gross receipts from passengers absorbed in the payment of the tax is about 1-cth.

## LATEST CURRENT PRICES OF METALS.

LONDON, AUGUST 28, 1840.

IRON.				COPPER.			
Iron, Eng.	Bar ton	0 0 to	10 0	COPPER—Foreign...	(dy. 37s.)	90 0	0 0
Do. Carg. in Wales	7	10	0	do, Brit.—Blocks...	...	4 0	0 0
Hoops .....	ton	10	0	Bars .....	do.	4 2	0 0
Sheets .....	ton	11	0	Bars .....	0 0 to 3	15	0 0
Fig. No. 1...	ton	5	0	Straits .....	0 0 to 3	15	0 0
Do. in Wales .....	4	10	0	Tin Plates—i.e. (box)...	1 10 0 to 1	12	0 0
Swedes, cu. bd. ton	12	0	0	do. ....	1 6 0 to 1	18	0 0
Russian com. ton	14	0	0	(Others in proportion.)			
Duty 20s. per ton.	...	...	...	Lead, Brit.—Fig. ....	ton	19	0 0
STEEL, Eng. Blistered,	25 0 0 to	45 0	0	Shot .....	ton	21	5 0
Shear do. do.	45 0 0 ..	84 0	0	Red .....	ton	21	5 0
Cast do. do.	45 0 0 ..	84 0	0	White (dry)...	ton	27	0 0
Foreign—Swedes in kg.	bd. ton	18	0	do. (gd. in oil) ton	25 3s. 3d.	0 0	0 0
Duty 20 Do. Faggots	bd. ton	19	0	Foreign—Span. (dy. 4s.)	18	0	0 0
per cent. Milan. ....	bd. ton	0	0	SPRITES .....	0 0 to 21	15	0 0
COPPER, Brit.—Cakes...	ton	94	0	For delivery 0 0 to	21	15	0 0
Tile .....	do.	92	0	English Sheets .....	...	27	0 0
Sheets .....	lb.	11 d	1 d	QUICKSILVER—(dy. 1d. per lb.)	0 3	1	0 0



## ORIGINAL CORRESPONDENCE.

ON THE VENTILATION OF COAL MINES.  
TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In consequence of your inviting some observations relative to the ventilation of coal and other mines, I have been induced to submit a few practical remarks upon the subject, trusting that it may awaken in some of your scientific and practical readers a desire to profit by, and apply them to, the more effectual saving of life and property.

It is a mistake generally fallen into by persons unacquainted with coal mines, to suppose that accidents by explosion are always to be attributed to imperfect ventilation; for, although this oftentimes happens, it is by no means so frequent, as that lives are lost in the interior of works otherwise well ventilated in the main roads, but the working places, being at certain stages, and, according to the ordinary course of mining, incapable of being cleared of the gases, must either be worked by means of safety lamps or by candles—hence the necessity for sound discretion being used by practical persons in charge of them.

The mode of working coal mines may be comprised under two general heads, viz.—working by pillar and board, and working by long-wall.

By the first method, a certain portion of the mine is, during the first stage of working, left in pillars, which are, by a subsequent process, partially or entirely taken away, leaving the roof to fall in behind, thereby destroying all ventilation arrangements, and leaving, in consequence, the gases to accumulate, and discharge at the most easy outlet.

The long-wall method is to carry away the whole of the coal within the range of working, stowing up the greatest part for the purpose of supporting the roof—the remainder, of necessity, being allowed to become filled with gas.

Now, it will be easily understood, that, however good and unobjectionable the air course may be in the main roads of the mine, that in case of any carelessness, want of judgment, or mismanagement of the lights brought in contact with the gas, explosion will take place; and, as it generally happens that the persons immediately connected with the mischief are destroyed or disabled, great difficulty is experienced in ascertaining the real cause; but it may be generally set down, either to unsafe lamps, unwarily taking off the tops, using candles instead of lamps, or some casualty damaging the lamp; but, so long as these risks are to be run, and which are contingent upon the working of the mines, there seems no remedy, beyond having the various processes guided and watched by persons practically acquainted with the cause of danger, and sufficiently scientific to direct the best preventives under the ever-varying circumstances of the case.

If the above observations, applied to coal mines well ventilated in the general principle, show constant and inevitable danger, to what a fearful extent must that danger be multiplied, where the general ventilation is defective; for, when that is the case, and the main current of air becomes so vitiated throughout its course as to be inflammable, an explosion that would otherwise be but partial, and confined to the spot, explodes throughout all the ramifications of the mine, and carries destruction to parts far distant from the origin of the fire. The most effectual agent of ventilation hitherto discovered is the raring furnace, which is placed at the bottom of the upcast shaft, thereby producing an uniform and continuous current of air through every passage into which it is guided; and it may not be unimportant to state, that such current, in a well-ventilated mine in the Newcastle district, is expected to be equivalent to at least 2520 cubic feet per minute, or a volume of air passing at the rate of 70 feet per minute, through a passage 6 feet square.

I have already remarked, that even this volume of air will not ensure safety to the mine, except the workings or interior parts are skilfully arranged, and conducted with watchfulness and practical knowledge, for the column of air needs to be ramified and subdivided by innumerable devices of stoppings, doors, brattices, crossings, &c., at the discretion of the managing authorities, according to the peculiar thickness, inclination, &c., of the bed of coal, and according to the peculiar mode in which the workings are carried on.

With respect to the ventilating furnace, I know, that in many parts of the country, it is very little either applied or understood, for it is quite common to see the air so devious between upcast and downcast, as to change and alternate according to circumstances—the danger of which must be obvious. In short, the safety of a coal mine is governed upon much the same principle as that of a steam-boiler, both depending upon skilful and practical attention, and subject, at the same time, to unforeseen disasters, against which no human foresight can always guard. A blower of inflammable air may come off in an instant, and overpower the most unobjectionable ventilation—the neglect of an individual, in the case of a lamp, a candle, or a door, may occasion a similar mishap, but still the safety valve consists of a good, steady, uninterrupted column of fresh air, not only in the prevention of explosion, but the better to drive away the after damp (or noxious vapours), which so readily suffocate those who are unburnt, and which vapours, if not swept away by an active current of air effectually, prevent assistance approaching to the relief of those remaining alive.

The Editor of the *Liverpool Journal* suggests that Parliament should interest themselves upon the subject; it is not for me to say how far it might not be important to insist, that in every mine a certain standard of ventilation should be adopted, but I do not see how any can be devised for the various contingencies constantly attending upon the working of mines, save practical and scientific management.

I am, Sir, your obedient servant,

Newcastle-upon-Tyne, August 21. M. DUNN, Colliery Viewer.

[We are indebted to our correspondent for having thus given a practical illustration of the circumstances attendant "On the Ventilation of Coal Mines," to which are, in a great degree, attributable the fatal accidents which have so much amplified of late. We have, in another column, offered some observations on the subject, while, in this place, we have only to express our hope that colliery viewers in other districts will contribute, through our columns, the result of their observations, with such suggestions or remarks as they may consider will be conducive to the benefit of the colliery, and to the preservation of life.]

ON THE EFFECT OF THE IMPORTATION OF FOREIGN ORES  
ON CORNISH PRODUCE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have been much struck with the letters of "Y. Z." on the subject of the import of foreign ores, inasmuch as they take a view of the effect of foreign import on Cornish produce, altogether different from the generally-received opinion amongst Cornish miners. In our simplicity we supposed that a large quantity of foreign copper ores, brought into our channel of trade, and in direct competition with Cornish ores—deriving all the benefit of our smelting improvements and comparative cheapness of fuel—we had imagined that such would operate prejudicially on our Cornish copper mines—until "Y. Z." or rather Sir H. Vivian—for there cannot exist a doubt of their identity—assured us to the contrary.

We also believed, when we contrasted the very rich ores from abroad with the ores from our own mines, that our chance with such competitors was but slender, as we had been taught to believe that the price of copper, as of every other commodity open to competition, depended, not on the proportion of supply and demand, which will only temporarily affect prices, but on the cost of production, which must ultimately and permanently affect the standard of ores. To this doctrine Sir H. Vivian does not appear to subscribe, although it carries with it the weight of the authorities of Adam Smith, M. Say, and Mr. Ricardo.

He gives us, however, a statistic of the amounts of ores, money, metal, produce, and standards of the sales of ores at ticketings—going back forty years. It is somewhat difficult for us to comprehend what the standards and amounts of 1801 have to do with the present period; and we are inclined to look on these figures of Sir H. Vivian (to borrow a Whig expression) in the light of "an old almanack," and affording no proof or argument whatever against the position taken by Mr. Treffry.

When Sir Hussey Vivian can show us that higher profits are not to be made by foreign copper mines than can be realised by our own, we shall then be inclined to think that the quantities of ores from abroad will only increase in direct ratio with those of Cornwall; but until he does this, we must still believe that capital will flow in an opposite channel, until, by reducing copper to its natural price, the profits on trade will conform to the general level; and this, we maintain, will be done at the expense of our deep mines, which, under such circumstances, and at no very distant period, will cease to be.

I am, Sir, your's, &c.

A MINER.

[We are at all times ready to insert letters from correspondents bearing on

the question, whether supporting the views of Mr. Treffry or "Y. Z." Our object in this, as in every other instance, is to allow the merits of the respective writers. The advantage gained by a discussion of this nature is self-evident, and we only perform our duty in affording a medium whereby the miner may be benefitted, by acquiring a knowledge of the opinions entertained on both sides.]

## MINES OF IRELAND—KENMARE AND ROSS ISLAND.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have seen your *Journal* of this day's date, and being on the eve of embarking for the Continent, I can only express my regret that I have not now time to advert as fully as I could wish to your concluding remarks, at page 270, which have reference to the Kenmare district, and Ross Island Mine. As with respect to the latter, you dwell much upon the contents of the *Mining Review* for June, 1830, I can only say that I never happened to see that *Review*, or observations might have been called for on my part at that time, and the more seasonably, as it was in that spring I drew up the history of the operations at Ross Island Mine, which you will find given at length in the "Geological Transactions," vol. v., part 1, second series, as read before the Geological Society, June 4th, 1830, but of which you do not appear to have cognizance. The operations developed in that report proved to a demonstration that there was no lode at Ross Island. In the same memoir is also contained (as I noticed on the 30th ult.) what I said in reference to the Kenmare district. To both of these subjects I may, perhaps, have occasion to revert at a future period. In the mean time, not all admitting the validity of the deductions you have drawn, I remain, Sir, your's, &c.

August 22.

T. WEAVER.

[We await the return of Mr. Weaver, ere we follow up the comments or observations to which this correspondence has given rise; in the meantime, we beg to apprise that gentleman that we have forwarded a copy of the *Mining Review* for June, 1830, to him, which, however, we believe was unnecessary, as the reports of the directors, of which we presume he is in possession, narrates at length the several points adverted to in the publication to which we referred. We shall, antecedent to the publication of our next, endeavour to obtain the volume 5, part 1, second series, referred to by our correspondent, on which we may find occasion to make some further remarks. We can only say, that the *Mining Review*, having the same editorship in 1830 as the *Mining Journal* has at the present time, we are quite ready to pledge ourselves to the accuracy of the abstract of the report of the directors which appeared in that publication.]

## PRICES OF METALS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In your Number of the week before last you give 6*l.* 15*s.* per ton as the price of bar-iron in Wales; I cannot learn that this is the fact, and I take the liberty of asking if this quotation is from authority, or an error? You also name 9*l.* 10*s.* as the price of this material to the mines in Cornwall, but it has been 8*l.*, from the 1st of this month.

I am, Sir, your obedient servant,

Truro, August 22.

A MERCHANT AND SUBSCRIBER.

[We are assured by the metal broker who undertakes this department that the price of 6*l.* 15*s.* was correct at the time named. The market had been 6*l.* 15*s.* some time, when a fall occurred very rapidly to 6*l.* 10*s.*, and large parcels were done at 6*l.* 5*s.*, at which numerous buyers came in, besides foreign railroad orders, and the market rallied to 6*l.* 15*s.* rapidly, and is now 7*l.* In London, all through the Welsh fluctuations, it kept steady at 7*l.* 15*s.*, until now, when 8*l.* is demanded. With reference to the prices in Cornwall, our list of materials is made from the official returns of some of the principal mines. We are aware that very considerable differences exist, from causes unnecessary here to remark upon. It will be observed, however, that our prices are quoted for the past two months, and do not pretend to give the current prices. If our correspondent will afford us assistance, we shall be glad to avail ourselves of it, and also to have furnished the prices, as given from time to time by the Hayle and Copper-House Works. We would further remark, with reference to the prices of copper and other metals, that those given are such as contracts can be made for as a mercantile transaction—for, although copper in sheets is quoted at 11*l.*, we are assured foreign orders may be done at 11*l.*]

## NOVEL RAILWAY.—POLYTECHNIC INSTITUTION.

Having, on a late visit to the Polytechnic Institution (which, we are happy to say, is making rapid strides in its advancement to public favour, from the numerous additions which have lately been made to its collection of models and inventions), had an opportunity of examining two models of Mr. Rangleley's Rotation Railway—for such, we believe, is the title given to the patented invention of this gentleman—we propose briefly noticing it on the present occasion. It may be described in a few words, and as the model is upon a minute scale, without those appliances necessary for judging of its merits, or any advantages it may possess, when practically applied, we can only render to our readers a description, leaving it to those, who may consider it in a scientific point of view, to examine and judge for themselves, while to the public its novelty will at least claim attention, and, doubtless, render it an object of attraction to those who frequent this institution. Opinions will, of course, vary, but one will be universal—the importance to be attached to the safety of life—and this, in a great measure, if not entirely, appears to be accomplished by the means projected by the patentee. The "Rotation Railway" consists of a series of wheels in lieu of parallel lines of rails, on which the carriages run—the latter having no wheels, but a plain surface, which passes over the wheels, indeed, we can only compare it to a railway reversed, the wheels forming the railway, and railway plates being attached to the carriages instead of the wheels. It will, therefore, be understood, that the power employed is not, as in ordinary cases, to the carriages by way of locomotives, but is given to the wheels, the impetus once given to which, set in motion, carries forward the carriages with a given velocity, which, however, we believe, is not yet determined. It is almost unnecessary to say, that the wheels (around the axes of which a rope passes) are worked by means of stationary engines, placed at contemplated distances of from three to twenty miles—the power for so great a distance being supplied on the pneumatic principle. The model, we have already observed, is upon too minute a scale, more especially in the absence of any calculations or estimates, to form a judgment. The carriages, from their construction, in a great degree, ensure safety from resting upon the wheels, by which about one-third is below the point of bearing. We think Mr. Rangleley would do well to submit it to the opinion of scientific and experienced railway engineers, who should be requested to report upon it, and such report, with actual practical results, from experiments on a working scale, if submitted to the public, would, doubtless, effect the object Mr. R. has in view. The model conveys a correct idea of the principle, but its advantages, or disadvantages, are by no means developed. We think it worth the attention of some of the companies, or a few individuals, to take up the invention, and test its merits.

## ON THE USE OF MICA AS A SUBSTITUTE FOR GLASS.

BY JOSEPH GLENN, F.R.S., M. INST. C.E., &c.

In the windows of the workshops at the Batterley Iron Works so much glass was broken by the chippings of iron, that a substitute was sought which should resist a moderate blow, and yet be translucent. A quantity of sheets of mica were procured from Calcutta, which, when fixed into the cast-iron window frames, were found to resist the blow of a chipping of iron driven off by the chisel with such force as would have shattered a pane of glass. Mica possesses both toughness and elasticity, and when a piece of iron does penetrate it, merely a hole is made large enough to allow the piece to pass, while the other parts remain uninjured. It is not quite so transparent as glass, but it is not so much less so as to be objectionable; but this circumstance is not important at Batterley, as, in consequence of the quantity of fluoric acid gas evolved from the flue of lime used as a flux in the blast furnaces, the glass in the windows is speedily acted upon, and assumes the appearance of being ground. Mica is a little more expensive than common glass; but, as its duration promises to be much longer, it must be more economical; and, if an extensive use of it could be induced, a more ready supply would be obtained—probably from Pennsylvania or from Russia, where it is commonly used for windows in farm-houses, and also on board ships of war, as it is less liable to be fractured by the concussion of the air during the discharge of heavy artillery. It can be procured of almost any dimensions necessary for ordinary purposes, as it has been found in Russia in masses of nearly three feet diameter. It is susceptible of very minute subdivision, as, according to Haüy, it may be divided into plates no thicker than one three-hundred-thousandth part of an inch.—*Transactions of Civil Engineers.*

SALT MINE IN SWITZERLAND.—A salt mine has been discovered at Rheinfelden, in the canton of Argau, which the Swiss papers expect will be sufficiently abundant to supply all Switzerland, and thus save to the Confederation the 500,000 francs annually drawn from it for the purchase of foreign salt.—*Galignani's Messenger.*

## EFFECT OF FOREIGN ORES ON HOME PRODUCE.

LETTER III.

Sir,—I think it will be fully admitted that I have proved the import of foreign copper ores to have done no injury to the Cornish mines—nay, the strong presumption to be, that it has been of material service in assisting the disposal of their increased produce.

If any one can doubt this, I challenge him to reconcile the facts with any other conclusion.

In 1831.

The import of foreign copper ores was	3,240 tons.
The export of copper smelted therefrom was	254 "
The copper produce of Cornwall was	12,043 "
The proceeds of the ticketings were	£286,590 0 0
The standard was	99 18 0

In 1832.

The import of foreign copper ores was	36,001 tons.
The export of copper smelted therefrom was	8,641 "
The copper produce of Cornwall was	12,468 "
The proceeds of the ticketings were	£332,000 0 0
The standard was	109 17 0

Results like these cannot be explained away. Although copper, to the value of nearly half a million sterling, was imported in the ore—more in 1832 than in 1831—yet the Cornish produce sold 10*l.* in the standard higher. The year 1832 was not one of extraordinary trade, either at home or abroad—quite the reverse. I might, however, compare 1832 or 1837 with previous years of equal produce, and the same inference must be drawn, which I now proclaim before the country—that the Cornish copper mines are in an improved, not in a worse, position, for the disposal of their produce, than they were ten years ago.

I see no reason for anxiety in the present state of the copper ore market. The reduced consumption of copper, arising from the straitened trade of the country, has been met by a reduced production in Cornwall—the forced sales of ore by the Consolidated Mines having, fortunately, ceased. Copper has, in consequence, maintained its price much better than iron, tin, lead, &c.; and when the trade of the country revives, unless the Cornish produce moves up again to 12,000 or 13,000 tons of copper a-year, we shall have a considerable advance in the standard.

It is my determination not to shrink from the consideration of every bearing of this subject on the Cornish copper mines; and I am prepared to admit, and to give Mr. Treffry the full benefit of the admission, that, supposing a sudden prohibition were laid on the import of copper ores for smelting, the immediate effect must be a great advance of the standard, although the ultimate result would, in all probability, be the decay of copper mining in Cornwall. By means of our supplies of ores from abroad, we have made foreign countries dependent on this, for unwrought copper, to the extent of nearly 6000 tons a-year—countries which, twelve years ago, did not take 100 tons a-year from us on an average. Until the old Russian and other supplies found their way back again to these countries—until the Coburn, and other mining companies, got their smelting works agoing—no doubt we should have a high standard; but a competition would thus be built up abroad, which would, in the end, throw down the foundation of our mining prosperity, which lies in our control over the copper market of the world.

And now I come to a delicate part of my subject. It will naturally be asked, if foreign copper ores fetch, as at present, less than British ores, then must not the produce of them be sold cheaper abroad than the produce of Cornish ores at home? Such is the case. Cake copper is sold cheaper at Ronen and Rotterdam than at Birmingham and Sh. field. It may be readily supposed that our manufacturers do not fail to grumble loudly at this, and

But this is a ticklish matter, and it may not be amiss to whisper to

Mr. Treffry, that it is sometimes a safe course to let well alone. I say nothing about the importance to the manufacturers of this country, of enabling their foreign customers to pay for half a million of our goods in copper ores, which are here smelted and converted, using British coal and labour, the whole being repaid to us by the consumers on the continent. I say nothing of the fall of the country, pledged to those who have invested their capital in the prosecution of mines abroad. I say nothing of all this, because I know, whilst such a national injustice, as the Corn Laws, is allowed to exist, the whole thing is a scramble—get who can—keep who can. I have, therefore, treated of Cornish interests only, as if the sole question were—how are the Cornish mines most to be benefitted?—throwing manufacturer, merchant, ship owner, collier, and copper smelter overboard. But there is such a thing as common sense, however anxious a man may be for his country, and it ought to tell Mr. Treffry, as it tells every one else, that the government Whig, Tory, or Radical, or an amalgam of all, there is not the most remote chance, the most distant probability, of any restrictions being imposed on the smelting of copper ores in this country. Why (except to make himself of importance) he fatigues every one about deputations, requisitions, county meetings, &c., I cannot say. I know he gets very tiresome to every public man, and will end by being unanimously voted a bore.

But let us come to Mr. Treffry's own mines. All true Cornish mines begin with nothing and end with nothing; that is, they never stop until they have spent the value of stock and block. The adventurers are liable for the costs, but Cornish men know better how to employ their money, than to pay in a capital to bankers to work a mine. One of the greatest practical discoveries in economics is the number of things which can be done without; but such lesson is never learnt whilst there is a balance in the banker's hands. Such a temptation was not thrown in the way of the managers of the Fowey Mines, and I attribute half their prosperity to it, and to the low standard that ores sold at. Unluckily as it is to have money in hand to begin with, it yet must be a matter of surprise, that of all the joint-stock concerns, not one by chance, even by stumbling on a good course of ore, hap-hazard, has made a mine. The good old Cornish plan of mining begins at the right end—first, to find the course of ore before there is anything like an establishment, and then to carry on the mine on the joint credit of her prospects, and of her adventurers. So it was with the Fowey Mines. Mr. Treffry began them with nothing in hand, and, what is more, when, in 1823, when he wanted the adventurers to pay a call, they begged to decline, although they were all forthcoming for the dividends. It was in 1823 that three small concerns, called Wheel Treasure, Wheel Fortune, and Wheel Chance, were united under, what was then considered, rather the grand name of the Fowey Consolidated Mines. Consols were above par in Gwynnapp, and Mr. Treffry thought he would try if they could not be got to par in the east. The whole cost, or the sum the adventurers were out, in these three mines, in 1823, at the time of their consolidation, was under 1000*l.* Such was the origin of the Fowey Mines. Not a penny was ever advanced, or paid up, by the adventurers afterwards. Besides the Fowey Consols Mines, there was Lanescot, under the same management, but carried on as a separate concern, until 1836, when, from having been the most productive of the two, she had dwindled down to one-sixth of her former produce, and was united with the Fowey Consols. Lanescot was the first to become profitable; besides her large outlay, she divided 45,000*l.* between 1823 and 1832.

I will make some extracts from a printed paper, called "A Synopsis of the Fowey Consols Mines," published in March, 1839, by Mr. Davis, the highly respectable purser of these mines. Mr. Davis writes of the mine up to the end of 1838:—

This mine, including late Lanescot Mine, which has merged into the former, has reached and divided a profit amongst the shareholders of 145,277*l.* 15*s.* 6*d.*, after repaying the original outlay expended in bringing the mines into a profitable state of working, together with the machinery and other materials now on the mine, which, with the balance in hand for carrying on the same, exceed in value 30,000*l.* The following summary of the last five years, of the quantities of ores sold, amount received for the same, and dividends of profit paid in each year, will demonstrate the progressively and steadily increasing wealth and stability of the mine, viz.—

\* Copper being much beyond its usual price this year, the machinery of the mine and the reserve fund were greatly increased out of the profits.

I hope these great mines may, as Mr. Davis says they will, progressively and steadily increase in wealth and stability; but if they do not, I will take care that Mr. Treffry shall not throw the blame on the import of foreign ores. It will be seen that Mr. Davis appends a note to the result of the year 1836—that it was an extraordinary year as to the price of ores, yet Mr. Treffry talks of it as an ordinary year, and as a criterion of what the standard ought to be.

The Fowey Mines have been very prosperous, as Mr. Davis has shown. The dividends, the stock on the mine, the reserved fund, and the present value of the concerns, must amount to a great deal over 3000,000*l.*—all made since 1822, out of nothing invested, or next to it. Surely, it will be said, Mr. Treffry must have had high standards to do all this—and all he wants, no doubt, is a continuance of the prices on which he has done so well. The fact, however, is very different, if this is the impression Mr. Treffry would convey.

The whole produce of the Lanescot and Fowey Consols Mines, from their first appearance in the Ticketing Paper, in 1823, to the 30th of June, 1840, is as follows, by Mr. Davis's yearly statements:—

Ore.	Copper.	Money.	Produce.	Standard.
267,369 tons	16,577 tons	£1,174,225	0 0	£104 8
Average price per ton of ore	£5 15 <i>s.</i>	£5 15 <i>s.</i>	0 0	£5 15 <i>s.</i>
In the year ending the 30th June, 1839, these mines produced—				
15,197 tons	1,217 tons	£100,361	0 0	£167 0
Average price per ton of ore	£6 15 <i>s.</i>	£6 15 <i>s.</i>	0 0	£6 15 <i>s.</i>
In the year ending the 30th June, 1840, these mines produced—				
12,960 tons	990 tons	£100,000	0 0	£104 8
Average price per ton of ore	£7 15 <i>s.</i>	£7 15 <i>s.</i>	0 0	£7 15 <i>s.</i>



So that, even in the bad year ending 30th June, 1899, the Fowey ores so within 1 per cent. of the whole sale from the beginning of the mines, and on that price, viz., 105l. ss., they have made property to the value of above 300,000l.

Unfortunately, it is true, that the mine produced 20,000l. less value in money in 1898-99, than in 1897-98, but of that only 30,000l. arises from the difference in the standards; the other 17,000l. is deficient because the mine was poorer, as follows:—

Its average produce was one-eighth less, equal to 2s. per ton, or 1256l. Its produce was only 999 tons of copper, instead of 1217 tons. Deficient—227 tons of copper, at 114l. standard, is 15,890l., or thereabouts, which, together, accounts for the 17,000l., as above.

I confess, when I look at the way in which the produce has been increased since 1835, I am not surprised at the decline of the mine, especially as Leucocot has been throwing up little. To raise 1200 or 1300 tons of ores a month, and to maintain that rate for years, require a very great extent of ground to be opened, and constant discoveries to be made. I know that engine power, agency, and many other charges, fall more lightly on a large than on a small quantity of ore; the temptation is, therefore, great to make large samplings, to say nothing of the eagerness of the adventurers for profit. But from whatever cause the Fowey Mines have fallen off in product, I have already shown that the standard had little to do with it; indeed, I believe the whole matter may be expressed in a very old and true saying, which is—"What you cannot eat your cake and have it." If the Fowey Consols adventurers had been content to sample 1000 tons of ore a month, and to divide 8000l. or 10,000l. a year, instead of taking every year more and more money out of the mines, until they got one year 17,409l., Mr. Treffry might take the decline of the standard, when, as at present, trade is bad, much more easily; and although they might be unfortunate for a time in discoveries, the produce of the mines might have been kept steady, instead of fluctuating 17,000l. between one year and another. It is not the fashion in this country for government to interfere in the concerns of individuals, but in mining districts, where it exercises a control, although the mines do not make profit so fast, yet they last much longer. It is very easy to profess great anxiety for the working miner, and to call for the prohibition of foreign ores—the title of the miners' friend may thus be earned cheaply by, what I must call, mere hypocritical winning; but the truth is, the profits kill the mine, and a few years of forced working to keep up a large dividend, would do the poor miners more injury than all the foreign ores that ever were, or will be, imported.

As I have been induced to discuss a branch of the copper trade in your newspaper, I will take the opportunity of noticing one or two other matters connected with it, about which no little noise has been made. The subject has died from inattention, for people cannot well write for ever about a matter they do not understand—or if they do write, they may lack readers.

Y. Z.

## MINING CORRESPONDENCE.

## FOREIGN MINES.

**FALMOUTH, AUGUST 22.**—The *Spey* packet, Lieutenant James, arrived from the Brazil yesterday; she sailed from Rio Janeiro 21st June; Bahia, 1st July; and Pernambuco, 6th July; about 7000l. on freight; and last night and this morning arrived, the *Madine* packet, Lieutenant Pawle, from the West Indies, which vessel has brought ten passengers, and 18,000l. on freight, and the *Brigante* steamer, with Mediterranean and Peninsular mails. The dates are Gibraltar 13th, Cadiz 14th, Lisbon 17th, Oporto 18th, and Vigo 19th August. *Tyrian* packet, Lieutenant Crocker, from Mexico, which vessel sailed from Vera Cruz 7th, and from Havana 22d July, and has brought 320,941 on freight.

The Mexican Government was in a very unsettled state. A large conducta was on its way to Tampico, but fears having been entertained that the Federalists would again make an effort at that place for the ascendancy, it was considered prudent to delay the conducta, until arrangements had been made to insure the safety of the property when it arrived there; and that it might not be deposited at Tampico longer than absolutely necessary, the British minister, at the earnest solicitation of the parties interested, had issued instructions for the packet next expected (the *Seagull*) to be detained for the reception of the specie.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

**Rio Janeiro, May.**—The perusal of the mining captain's reports and gold returns suggest but few observations to which I could call your attention, as they do not record any occurrence beyond the usual routine and regular march of affairs. The gold returns present the novel feature of days apparently without produce, but in reality only without any entry of produce, on those days when produce is obtained from the stamps only—a circumstance arising from our system of amalgamation, now established on trial, and which will continue to exist as long as that system is persevered in, and will ultimately settle as a permanent proceeding in our operations, if the advantage the trial of amalgamation may show is sufficient, as I expect it will prove to be, to induce us to cause this process to supersede the mode of reduction of the ores hitherto applied. I have a requisition for 1000 lbs. of quicksilver, which I have not transmitted to you, until I am able to report as to the probability of our system of amalgamation being definitively adopted, and I have, in the meantime, borrowed from Casa Branca as much as will supply our immediate wants; perhaps I may be able afterwards to purchase quicksilver in Rio.

From 25th May to 8th June, twelve days (stamps), 24 lbs. 1 oz. 11 dwts. Total 29 lbs. 11 oz. 13 dwts. Total from 1st of January to 8th of June, 693 lbs. 10 oz. 6 dwts. 12 grs.

## ANGLO-MEXICAN MINING COMPANY.

**Guamualto, June 22.**—Sirena.—The sales at this mine during the five weeks ending 13th inst., have averaged 81706 0 9; and the amount received for rent, during the same period, has been 3887 3 7. This improvement is to be attributed in part to one or two good comas on the hills alto—in part also to an unusual number of buscones, who have come from Rayas and Huertito, in consequence of the falling off experienced in those mines; and in part, and chiefly, to competition among the rescadores, who are certainly paying very high at present for good ores; the average extraction during the time under notice has not exceeded 166 cargas per week.

**Asuncion.**—We are certainly opening out interesting points in this mine to the north-west of the canon of San Estaban, and I would fain hope we are getting at length into the immediate neighbourhood of unworked and good ground; the contra cielo of San Pedro, which has been the most steadily productive point yet met with, has at last communicated to old workings, as explained to you in my recent weekly letters, and also more particularly in the accompanying monthly report. This circumstance is, however, an advantage to us rather than otherwise, because the contra cielo has been worked for a considerable time past with very insufficient ventilation, owing to its great height, and it would have been next to impossible to have carried it up much higher. The communication now made has improved the ventilation, and also opened out other points besides that of San Pedro, which promise to be reasonably productive; and the canon itself, by being continued towards the south-east, until it communicates with the adit level, will be an important and very interesting work, and one which nothing but stern necessity ought to prevent my undertaking. The buscones are also increasing in number in this mine, and I think our prospects here are decidedly on the mend.

**Cedro.**—The produce of this mine has fallen off considerably during the last two or three weeks, from causes explained by Mr. Parkman in his reports, and which I confidently believe will prove to be of only short duration, indeed we are even now experiencing a change for the better, and the prospect for the ensuing week is of a more cheering character. Sirena continues to maintain its improved condition—the sale to-morrow is expected to pass 8000. Asuncion also continues to promise well, the assays from the new points lately discovered in San Pedro, and from another at the extreme north-west of the mine, turn out so well, that I have ordered them to be peeped in the present week, and trust the result will be favourable. A small tejo of plata sexta which I have had taken out of the Asuncion arrastres, for assay, gives 700 grains of gold per marc, which makes the plata sexta worth about 830 per marc, and is a result better than I expected. Cedro is again in a satisfactory state of produce, the extraction of last week, with one holiday, will pass 160 cargas, but owing to the heavy rains we have experienced a delay in clearing the ores, as few of the ore pickers have come to their work. To-day is also a holiday, which will affect the extraction of the present week. But the important fact is, that the mine itself has recovered very considerably from its late decline, which was but temporary, arising from causes already mentioned to you.

J. STANLEY.

## REAL DEL MONTE MINING COMPANY.

**Misericordia del Monte, June 30.**—In the Santiago, driving west of Dolores diagonal shaft, there is a large lode, with some azogue ore. In the slopes, south of San Luis winze, below San Juan level, there is a large lode, with smelting and azogue ore; these slopes are nearly down to where a communication was made with the rise above the Santiago level. In the adit level, driving north of the Hiscala level, on the Santa Brigida vein, sixty five varas east of Dolores shaft, the end is quite dry and poor. At the eighty varas level, east of San Ramon shaft, we have cleared to the end, and find the principal part of the vein to be on the north; the level was driven east, on the south part, where the ground was more favourable for driving. Since this level has been cleared, the men have been put to clear the Zerco level, east of the old workings, when the air was bad, but as air-pipes are now put in this place, we may hope to go on much better, and may soon reach the Zerco old workings. In the adit driving south, seventy-three varas east of San Cayetano shaft, the ground continues much the same as it has for the

last two months, and often meeting with small strings of quartz. In Zerco winze, sinking below San Felipe level, on the south part of the vein, at seventy-four varas east of Terreros shaft, there is a good lode of azogue and smelting ore, which I hope will produce a good quantity—the ground is favourable. In San Felipe, or 194 vara level, a good lode of azogue and smelting ore—ground hard. La Cruz, or 168 vara level, a little more favourable. In San Miguel winze, some azogue ore—favourable ground. Three weeks since we resumed driving the 100 vara level cross-cut south, ten varas west of San Bartolo old winze; lode one and a half vara wide, with stones of ore.

J. HOSKING.

## Extracts from letter of Captain Parkman.

I am happy to say that, being aided by a favourable change of circumstances, we are now enabled to send you a remittance of 2000l., and beg to call your attention to the requisition for stores herewith, and hope that a part of this remittance may be appropriated to the purchase of these goods, for the most part are not to be obtained here, or had, only at a ruinous price.

I regret to state that the silver produce of June is four bars short of the number estimated—fifty-four instead of fifty-eight; this is owing to the low ley of the smelting ores, but chiefly to a want of charcoal; the most rigorous measures, however, have been adopted to remedy the evil, and in a few days we shall ensure an uninterrupted supply.

Estimate of costs and returns for July, comprising four weeks:—  
Cost ..... 858,900  
Returns (forty-six bars) ..... 56,400

Loss ..... 82,500

## BOLANOS MINING COMPANY.

**May 18.**—Returns.—San Clemente, 2969 cargas; San Nicolas, 491 cargas; Melanchoe, 478 cargas.

**June 9.**—San Clemente level, of San Fernando vein, has undergone no change; contains quartz, blende, bronze, caldera (copper pyrites), and galena; pyrites looks better, but an assay made in crucible shows it does not as yet contain any silver. In La Luz an improvement in both directions, but principally in the level driving west—the bronze, caldera, and blende disappearing, and we begin to find some good pyrites. San Francisco, driving west, one quarter vara wide, contains good ore, consisting of bronze and native silver, but only seven varas to drive before we reach the Guaridera boundary; the end to the east has begun to improve. San Nicolas is improved again; elotas from one-eighth to one-sixth wide; near the vein is found silicious slate and native silver; at Boca Suesco the rich ores are converted into sulphate of lead, which contains some native silver.

**Melanchoe.**—In the end of Santiago the ore has improved; very good azogues, containing blue and native silver; ventilation now established in this part of the mine. We have raised during the last month 906 cargas.

## BRAZILIAN COMPANY.

**Cata Branca, May 30.**—Mr. Harding left for Conceicao on the 24th inst., according to his intention, expressed to you in our last letter. The lode in the new sink going down looks well; in fact, I consider appearances in the mine altogether to be so favourable, that I fairly look for an improved produce this week. Little has been done in driving adit end west, or in the deep killas level, as three pieces of timber having failed in shallow adit still, just east of the hauling machine, it was found necessary at once to employ a force in order to replace them.

**June 4.**—The produce for the week, I am happy to inform you, will be very good.

**June 9.**—On this occasion I have not any thing wherewith to detain you—all is going on satisfactorily.

**June 13.**—The gold report for the last week is a most satisfactory document. In the mine appearances continue favourable. The shaft, in going down, is vague, but the stone is good. Ochos Jacara and Ouro Fino both show well, particularly the former, so that I have no reason to anticipate any considerable falling off in the produce for this week. We are also getting a better supply from the mine. It is with pleasure I inform you the sick list is much reduced.

**June 24.**—I am happy to say the produce still continues very fair. In the mine the old sink is down, and we have commenced another to keep up our stopping ground. It is with much pleasure I inform you we have driven through the cross lode in adit end west. Some samples I had washed from near the cross-course showed well. I herewith transmit the mining captain's letter for your further information on the subject.

W. T. GRIFFITHS.

	Lbs.	oz.	dwt.	gr.
Gold return for week ending 23d May	15	7	11	14
" " " 29th "	19	10	2	17
" " " 5th June	29	6	19	13
" " " 12th "	32	7	16	17
" " " 19th "	26	5	5	4
for the month of May	80	10	6	8

## NATIONAL BRAZILIAN MINING ASSOCIATION.

## Extract from the Mining Captain's Report.

**Cocacis, June 18.**—Our operations towards Hufeld's are continuing to present most favourable omens, the formation cannot be more congenial, or the indications more propitious, and when the number of veins, the beautiful lode in which they are imbedded, and their locality are taken into consideration, no one speaking with veracity can say otherwise than it is a prospect of very high promise. No one here conversant with jacotinga formations, differs from our opinion that the lode is extremely promising, and all accounts are in concord that the veins are rich, and left rich, and the only mis-statements with regard to these veins, that have hitherto taken place, has been with respect to the depth they have been taken away, but below water level we can safely calculate that they are entire.

## CANDONGA MINING COMPANY.

**Candonga, May 22.**—Mina Mestre Shaft.—Deep Adit.—In the driving of this level the ground continues to increase in hardness as we advance.

**Forty-two Fathom Level.**—We have commenced to drive on the cross-course (Northey's), in order to ascertain if there may exist any auriferous branch, parallel with the one we have been driving on.

**Joskiss's Winze.**—I see no material alteration in this work since my last.

**On Shaft.**—Twenty-seven Fathom Level.—I see no material change in the ground, nor in the appearance of the branch, since my last report.

**Twenty-seven Fathom Level Cross-cut.**—Appearances here lead us to suppose that we are approaching near the footwall of the jacotinga. In the two places of trial on the side of the hill, we have not met with any branch giving signs of gold. In No. 1 we think that we are nearly in the run of the Mina de Pedro branch. We have also commenced a cross-cut in the deep adit, in order to see the footwall; the position of this cross-cut is back from shaft about thirty fathoms.

## ST. JOHN DEL REY MINING COMPANY.

**Morro Velho, June.**—The new stamps will not be finished till the end of the present month; no exertion has been wanting to get them ready—he has been indefatigable in the securing the roof and the excavation has retarded their progress. The produce for May was 7507 olts, 12 grs. You will be pleased to see the improvement that has taken place; the killas and poorer stone has been carefully picked, and none but good stone went to the stamps. The stamps have not got through so much stone as they did in April; the ores supplied the stamps were much poorer, from a great admixture of killas, which runs through them much faster than stone.

## Memorandum and estimate of the arrears for May:—

	OZS.	GRS.
Gold extracted to date	7849	12
Stamps—sand on hand	3276	
Strike	140	
Tough	50—3466	0
	11,315	12
Deduct arrear of April	3808	0
	7507	12

Average number of heads working during the month 4795 heads. I regret to have to report the death of four blacks since my last—three belonging to the company and one to Tacaril. The sick list is diminishing—to-day there are only twenty-four cases.

## UNITED MINING ASSOCIATION.

**Guamualto, June 19.**—I beg leave to refer to the enclosed duplicates of my last letter to the court, dated the 18th ult., and of the enclosures therein referred to, and at the same time to hand you the following documents, in original, &c.:

**Mine of Rayas.**—I beg the usual reference to the enclosed report, by Mr. Glencoe, of the detailed operations in this mine. The working of Santa Irene has produced only three cargas weekly of rich ore, estimated at 100 marcs of silver per month; and even this small produce may disappear from one day to the other—it being from pillars and other useless supports, and, therefore, of a precarious character. The other workings of Parisima, of San Cayetano, and San Miguel, do not appear to have undergone any material alteration since the date of my last dispatch. Some points have shown a little improvement, while others have fallen off; and, upon the whole, the quantity of produce would show that the latter predominated over the former, not only in quantity but also in quality. The weekly extraction of picked ores, from the 9th ult. to the 13th inst., has averaged 550 cargas, and the sales in joint account with buscones, of which there have been five, during the same period, have somewhat improved, having yielded the gross amount of 815,374 5, or 83115 weekly. These two returns together, show the general result of

operations to be about 81200 of weekly surplus, over and above all expenses at the mine, and for the reduction of the ores. The parcel of plata sexta 917 marcs, alluded to in my last dispatch, having given more gold than was expected—say 250 grains, instead of 230 to the marc—it has produced the sum of 814,783 0 5.

**June 29.**—Since my last letter to the court there has been a slight improvement in the productive workings of Parisima, as respects quality, but the quantity has been diminished, by the occurrence of a feast day in each of the last two weeks. Those of San Cayetano and San Miguel having given a proportionable quantity, as compared with the immediately preceding extraction, the general average of picked ores, during the said two weeks, from the 13th to the 27th inst., has been 492½ cargas weekly; and the sales in joint account with buscones, of which there have been two, have yielded the gross amount of 86417 5, or 83208 6½ weekly, which, together, would give about 82000 of weekly surplus, over and above all expenses, as the general result of operations during the said period. The accounts of this mine will be made up to the 27th ult., preparatory to the division of the six months' profits with the owners, and, by the next ensuing packet, I shall be in a position to report upon the same to the directors.

**June 19.**—Remittances.—The departure from hence of the next Tampico conducta has been somewhat postponed, and it is not expected to leave until about the 25th inst., when I purpose to forward the sum of 830,000 in specie, with instructions to the Tampico agents to ship the same, less the usual charges, by the first British packet, to the order of the chairman of the court.

**June 29.**—The conducta for Tampico left hence on the 27th inst., and, as mentioned in my last letter, the sum of 830,000 in specie was forwarded to the agents there for shipment to the court by the first British packet. To increase the amount of this shipment, as well as to make use of a large portion of our funds, in the hands of the Mexico agents, I have requested Messrs. Manning and Marshall to remit 86000, by bill, to Messrs. Jolly and Baker, and have instructed the latter to include 85000 of the amount (the remaining 81000 being required for current expenses there) with the 830,000 by the conducta, and to ship the two together, less the usual charges, as already stated. The conducta will reach Tampico some time before the next succeeding, or May, packet from England.

Statement showing the outlay and returns, in respect of the mine of Rayas, from the 1st of January to the 13th of June, inclusive, and the value of ores on hand:—

Returns during the same period .....	286,950	4	4		
Excess of returns.....	\$47,459	5	3		
Value of ores at the hacienda of Barrera ....	\$43,069	0	0		
At the mine .....	5,238	0	0		
Silver on hand .....	2,985	3	0—51,292	3	0

J. N. SHOOLBRED.

## Report on the State of the Workings of the Mine of Rayas.

**June 18.**—La Parisima.—In the end of Santa Margarita the appearances of the lode are more favourable than they have been for some time past. The roof and end of Santa Victoria are the two points from which the greater part of the ores are extracted; the body of ores containing the better classes is found crossing the centre of each working, and of good formation, but the lode is becoming very hard on both sides of this body, where the common ores are met with. The question between Rayas and Mellado has at last been settled; the latter has paid to Rayas 8652 4, the value of the ores extracted by Mellado, as determined by the peritos. A small quantity of ore is being thrown down close to this point. In a cross-cut to the lower part of the lode, driven from the commencement of the pit of Dolores, two narrow bands of ore have been cut through; the last contains a rich thread of ore in the lower part of the working. Sixteen pair of barmen are employed in La Parisima by day, and twelve pair by night. The weekly produce of ore in the rough state has averaged 486 cargas, which, when picked, have yielded 296 cargas of ore, calculated to be worth 82618, exclusive of reduction expenses.

**San Cayetano.**—The pit and end of Jesus vary little in their produce. A very narrow thread of good ore has appeared above the usual body of ore in the pit; a short band of very rich ore presented itself, about a fortnight since, in the end, but after two or three days it disappeared entirely. The extraction from the end of San Feliciano is both small and of ordinary quality. It is necessary to follow up this end until it reach the pit of Jesus, for the sake of affording some ventilation to these workings. The end of San Francisco contains a few bunches of rich ore, scattered among the common classes. The end of La Luz has just been communicated with the large pit of the same name, and the small pit of La Luz has reached that of San Pablo. From the side of the pit of San Pablo, and from immediately above the point of communication, a fair quantity of ores, of good quality, have been extracted, and a small portion only now remains to be thrown down. Twenty pair of barmen are employed in San Cayetano by day, and an equal number by night.

**Los Reyes and Las Animas.**—The ores in the two pits, and the end of Los Reyes, have become rather scarce, and at the same time ordinary. The end of Guadalupe has been suspended—the ore having entirely failed. The extraction from the two ends and pit of Las Animas continues the same as usual. In the centre of the ends the ores are of rather better quality than in the other parts of the workings. A new end has just been commenced above the original contra cielo, to the south-east of the old working discovered some time ago. Eighteen pair of barmen are employed by day, and sixteen by night, in Los Reyes and Las Animas. The weekly produce of ore, in the rough state, from San Cayetano, Los Reyes, and Las Animas, has averaged 1602 cargas, which, when picked, have yielded 222 cargas of ore—calculated to be worth 81068, exclusive of reduction expenses.

**San Juan Bautista.**—Fifty varas of lode having been cut through, and the advanced part of the working not looking very promising, the cross-cut has been suspended; the narrow band to the north-west is being followed up, and the ore is very scarce.

**San Ambrosio.**—This is an end to the south-east of San Cayetano, on a level with the canones of San Cayetano, Las Animas, and San Juan. In a cross-cut opened in the end of San Juan de San Cayetano, a narrow body of ore was cut, a short distance from the San Cayetano body, and upon this narrow body (San Ambrosio) some barmen have been employed for the last fortnight. The ore is not very abundant, but its quality is good, as respects its contents of gold; and both on the run and inclination of the lode the ground is virgin.

**San Miguel.**—There has been a slight increase of ore from the workings on this side of the mine since the last report—the weekly average of picked ore being twenty-one cargas, calculated to be worth 8105, exclusive of reduction expenses. Some workmen have been employed in the pits of Dios Padre; a communication has been opened between the two (Refugio and San Antonio), and ends to the north-west and south-east are being driven. Ten pair of barmen are employed in San Miguel by day—no work is carried on by night. There has been five sales of ores on joint account with the buscones, amounting in all to 815,374 5, of which one-half, 87787 2 4, belongs to the mine.

Ores sent to the hacienda of Barrera ..... 3057 cargas  
Ores on hand at the mine—picked ..... 5834  
" unpicked ..... 1355—21384  
G. R. GLENNIE.

## ENGLISH MINES.

## HOLMBUSH MINING COMPANY.

**August 24.**—The ground in Hitchens's shaft is still favourable for sinking. In the 100 fathom level west of the engine-shaft we are driving to cut the south part of the lode, which we expect will be met with in the course of a few days. In the ninety fathom level west of James's winze the lode is 1 ft. 6 in. wide, worth about 16l. per fathom. In the same lift, west of Dennis's winze, the lode is improved, being at present about sixteen inches wide, and worth two tons, or 15l. per fathom. In the eighty fathom level west of engine-shaft no alteration. In the cross-cut driving north, at this level, west of engine-shaft, ground still favourable, but lode has not yet been met with. The slopes in the back of this level are still a rich source of ore, being in a lode from two to two and a half feet wide, and worth about 45l. per fathom. The lode in the slopes, back of the seventy fathom level, is 1 ft. 8 in. wide, and worth about four tons, or 30l. per fathom. In the sixty fathom level west of engine-shaft the lode is four inches wide, composed chiefly of munda and spar. In this level, east of engine-shaft, the lode is two feet wide, worth 16l. per fathom. The lode in the slopes, in back of this level, is very productive, being twenty inches wide, and worth about 30l. per fathom. The tribute pitches are still making good return. The parcel of ore sampled at Colstock quay, on Saturday last, weighed 209 tons 8 cwt. 2 qrs. of good quality ore.

F. C. PHILLIPS.

## GREAT WHEAT CHARLOTTE MINING COMPANY.

**August 25.**—I am glad to say that our prospects are gradually improving—at present the sixty-two fathom level west will yield from five to six tons of ore per fathom, worth, I should say, 5l. per ton. The seventy-two fathom level west is also looking much more promising; and in the same level east we have had a good bunch of ore—in the early part of last week it would yield four or five tons of ore per fathom, but at present it is not looking so well, however, I hope shortly we may get a change again for the better.

## TEXTILE MINING COMPANY.

**August 24.**—The appearance of this mine, from the week's operations, is much as last reported, with the exception of the ten fathom level east end, which is two feet wide, producing good work, and shows a promising appearance. The engine-shaft is holed to the thirty fathom level, on the course of the lode from the twenty. We shall now proceed to make the necessary preparations for sinking under the thirty fathom level.

J. BAY.



## TINCROFT MINING COMPANY.

August 25.—The lode in the engine-shaft is not quite so large as it has been, yet still yielding good work for tin. The 142 east and west, are still very promising levels, more especially for tin. The 120 end, and slopes in back of same level, are still producing very good quality tin stuff. The 100 end is without alteration since last report. The 90 and 81 ends are yielding excellent work for tin; 72 much the same as usual. Our tribute department has been improving for some time; on the whole our prospects may be considered good.

## TAMAR SILVER-LEAD MINING COMPANY.

August 24.—The prospects in the different levels continue just the same as described last week in the report, and also in the tribute department—the men are working on steadily, and their prospects on the whole continue favourable. Next Thursday being our regular setting-day, Captain Rowe will then give you a detailed account.

## WHEAL LEEDS MINING COMPANY.

August 22.—In the eighty fathom level east of engine-shaft the lode is two feet wide, with a branch of ore on the south side five inches wide; the other part of the lode is ore, and is drawn to surface, and some are selected from it. In the rise, in the back of the eighty fathom level west, the lode is nine inches wide—good ore. The rise in the back of the seventy fathom level is communicated. These men have eighteen fathoms of lode to take down in the rise to complete their contract; so soon as this is done they will commence sinking in bottom of the seventy fathom level in the ore ground. The tributers who took the back of the seventy fathom level west of this winze can now work very conveniently. The ground in the cross-cut is still very hard.

## TRELEIGH CONSOLS MINING COMPANY.

August 22.—We are getting down with Christie shaft in promising ground—have sunk about ten feet under the sixty fathom level, but have not taken down the lode, which appears to be getting larger, and more ore. The sixty east continues much as named in my last report. This level west is into the cross-course, and now driving through the disordered ground, which will be of short duration. The fifty east is without alteration; the lode is large and kindly, producing a little ore. The fifty west has been suspended, and the men rising to communicate a winze for air, which will enable us to work the tribute ground more effectively in this part.

## WEST WHEAL JEWEL MINING ASSOCIATION.

August 24.—In the cross-cut south from Buckingham's shaft, at the fifty-seven fathom level, the ground is hard for driving. The south adit-shaft, sinking below the forty-two fathom level, in favourable ground. The forty-two west, on Wheal Jewel lode, not taken down during the week. The cross-cut south, at the forty and thirty fathom levels, are driving in favourable ground. The winze from the thirty to the forty-two, on the south branch, is holed; and we have set a pitch to four men, at 3s. in 11, in the back of the forty-two. We expect to communicate the winze from the twelve to the thirty, on the south lode, in a few days, which will enable us to set another pitch.

## POLBREM MINING COMPANY.

August 21.—To-day we have held the public setting for September, and have also paid July cost. We have set nine tribute pitches, varying from 10s. to 13s. 4d. in the 11, employing as tributers thirty-eight men, and on tutwork twenty-two—total, sixty underground men. You will observe some of our tributers are reduced from 13s. 4d. to 10s. out of the 11; one pitch working in the names of M. Rogers and partners on the Downright lode is a great deal improved, and the two at Murray's, on the Wheal Harriet lode, is looking much better; we shall sample on Tuesday week, September 1, we expect about twenty-two tons of good quality copper ore. With respect to the appearances of the levels driving, and Dorcas's shaft sinking, I see no alteration whatever since my last week's report. I repeat the mine never looked so well as at the present time; the lode in the twenty-two fathom level going east is about two feet wide, worth from 40s. to 50s. per fathom, and the price given for driving is 5s. We have not yet cut Bowl and Butts lode, in driving south, at this level.

## REDMOOR CONSOLIDATED MINING COMPANY.

August 24.—I beg to say that no important change has taken place in the appearances of these mines during the past week. The sump men are now engaged in cutting a whim pit at the forty fathom level. In driving east at the thirty fathom level we find the lode continues large, but at this time comparatively poor, however from indications we are daily expecting to see an improvement. The winze sinking on the course of the copper lode at the twenty fathom level is down about nine fathoms, but is now suspended in consequence of the thirty fathom level not being driven sufficiently east to drain the ground in this place; in the south mine we find the lode is much the same as when intersected, about four inches big, of spar, &c.; from the character of the ground, and the situation in which it stands (as stated in my last), it is not very likely to improve much until this level is extended some ten or fifteen fathoms further north. Hurl-down adit shaft is sunk seven fathoms five feet—ground as favourable as may be expected.

## THE SICILIAN SULPHUR TRADE.

The appendix to Mr. McGregor's report on the commercial statistics of the kingdom of the Two Sicilies, presented by command of Her Majesty to both Houses of Parliament, and referred to in our last, contains a copy of the famous sulphur contract, translated from the Italian, with some interesting information upon the subject of the sulphur district, and the annual produce of the mines, besides a series of elaborate tables of imports and exports into the kingdom of the Two Sicilies up to very recent dates, with a detailed account of the injurious effect which a continuance of the sulphur monopoly would have produced on British commerce.

The sulphur contract itself, in favour of Messrs. Taix, Aycard, and Co., proceeds upon a flagrant falsehood, that the production of the article had increased 300,000 cantars annually over the demand of the foreign markets, and therefore the company is authorised to found their establishment in the royal dominions on the other side of the Faro, to purchase annually the sulphur which should be produced in Sicily, amounting to 600,000 cantars, experience having proved a larger production to be excessive, and the cause of great losses. To show the fallacy on which the contract proceeds, it is only necessary to mention that England alone requires about 500,000 cantars, and that France requires nearly as much; so that these two countries would take about 1,000,000 cantars, and yet the monopoly confined the exports to 600,000 cantars, specially prohibiting the production of an additional 300,000 cantars, because for a few years previous to the monopoly it is admitted that the production had in gross been equal to 900,000 cantars.

The actual quantity exported was as follows:—

Years.	Cantars.
1832.....	400,000
1833.....	495,769
1834.....	676,413
1835.....	661,775
1836.....	855,376
1837.....	764,244
1838.....	1,011,591

Total export for 64 years..... 4,866,058

The excess of exportation in 1838 was made chiefly in June and July, in anticipation of the monopoly. The above returns give an average of 748,634 quintals as the annual production. The price in 1837 was 15½ 13s tares per Sicilian cantar. The sulphur mines extend over a great portion of the centre, and down to the south coast of the island. The mineral is imbedded in blue marl, and is occasionally found in gypsum and limestone. They have been explored and worked for 300 years, but the quantity mined and prepared for exportation was unimportant, until chemical discovery within the last fifty years caused an extraordinary quantity of the mineral to be successfully applied to manufacturing purposes. It is separated from the various substances with which it is combined by means of fusion in kilns built of gypsum, stone, &c., which contain from 50 to 60 cwt. each. It runs off by a hole in the bottom in a thin brown fluid, into a trough or mould, in which it cools and hardens into the form and solidity in which it is shipped.

**CAPITAL OF GREAT BRITAIN.**—The grand total capital represented by all property in Great Britain and Ireland is estimated at 3,629,000,000l. The value of all sorts of public property is 103,000,000l. The value of lands, ships, canals, railroads, mines, houses, cattle, timber, crops, &c., is estimated at 2,945,000,000l. The value of all sorts of furniture, apparel, plate, specie, money in chancery, savings' banks, &c., is estimated at 580,000l. The national debt is about 764,000,000l.

**POLLOCK AND GOVAN RAILWAY.**—This railway was opened from Rutherglen to the Broomielaw Harbour on the 22d inst. Considerable exertions were required to complete this line within the time limited by the Act, 2100 lineal yards of this railway having been laid down within four days. The contemplated extension of this line of railway, with a terminus at the Broomielaw Harbour, to the Monkland, Wishaw, Coltness, and Hamilton coal and ironstone fields, will render it one of the most available means of opening up the richest district in Scotland.—*Glasgow Argus.*

**THE THAMES TUNNEL.**—The works of the tunnel are now within thirty feet of the wharf wall, and from thence the distance to the shaft is only five feet, which is expected to be completed in about four months—the entire length will be 1360 feet; and it is now estimated that the total cost will be under 500,000l.

## METEOROLOGICAL JOURNAL, 1840.

August.	Thermometer.	Barometer.	August.	Thermometer.	Barometer.
Thurs. 20	from 56 to 75	29.92 to 29.96	Monday 24	45 to 68	29.94 to 29.92
Friday 21	56 to 77	29.91 to 29.89	Tuesday 25	45 to 71	29.94 to 29.92
Satur. 22	57 to 71	29.76 to 29.80	Wednes. 26	45 to 71	29.93 to 29.99
Sunday 23	51 to 70	29.89 to 29.93			

Prevailing wind S.W.

On the 20th, afternoon clear—otherwise cloudy; a little rain fell during the evening; the 21st, and four following days, generally clear—a shower of rain on the afternoon of the 22d; the 26th, general overcast. Harvest in this neighbourhood has almost entirely closed, and remarkably fine crops, both as regards ear and straw, have been secured.

CHARLES HENRY ADAMS.

## PURCHASES OF COPPER ORES AT SWANSEA,

August 19.

Purchaser.	Mine.	Tons.	Total.	Price.	Amount.	Total Amount.
1. ENGLISH COPPER CO.	Chill	70		£ s. d.	£ s. d.	£ s. d.
	.....	19		18 4 6	1275 15 0	
	.....	52		20 0 6	1151 9 6	
	.....	36		18 14 6	224 14 0	
	.....	22		54 10 6	1199 11 0	
	.....	32		15 3 6	849 16 0	
2. FREEMAN AND CO.	Cambrian	219		7 13 0		4731 5 6
3. GREENFEL AND CO.	Cobre	90	9	12 9 6	1122 15 0	62 15 0
	.....	35		12 9 6	456 12 6	
	.....	36		43 6 6	1519 14 0	
	.....	32		57 6 0	1833 12 0	
4. SIMS, WILLIAMS, VANCE, NEVILL, AND CO.	Cobre	109	109	11 16 6	1182 10 6	3312 13 6
	.....	69		11 12 0	756 0 0	
	.....	58		8 11 0	479 3 0	
	.....	34		19 4 0	649 2 6	
5. VIVIAN AND SONS.	Cobre	80	270	23 4 0	1856 0 0	3307 17 6
	.....	57		14 14 0	837 18 0	
	.....	55		15 4 0	830 0 0	
	.....	122		7 10 0	855 0 0	
	.....	119		9 13 0	1148 7 0	
	.....	106		7 10 0	756 0 0	
	.....	79		8 0 0	640 0 0	
	.....	62		7 0 0	434 0 0	
	.....	40		3 14 0	214 0 0	
	.....	38		2 14 0	116 2 0	
	.....	63		3 15 0	178 15 0	
	.....	55		3 15 0	136 5 6	
	.....	10		0 1 0	100 10 0	
6. WILLIAMS, FORSTER & CO.	Cobre	109	959	14 16 0	1490 0 0	9279 17 0
	.....	48		22 7 6	1074 0 0	
	.....	80		19 8 6	1554 0 0	
	.....	70		19 8 6	1376 0 0	
	.....	60		19 4 0	1152 0 0	
	.....	20		19 4 0	384 0 0	
	.....	105		22 13 6	2380 17 6	
	.....	100		24 10 6	2410 0 0	
	.....	60		24 10 6	1471 10 0	
	.....	35		24 10 6	849 12 6	
	.....	7		54 14 6	413 1 0	
	.....	4		59 0 0	240 0 0	
	.....	4		56 7 0	226 8 0	
	.....	4		64 10 0	258 0 0	
	.....	17		51 7 0	872 19 0	
	.....	114		8 2 0	928 0 0	
	.....	86		8 2 0	696 12 0	
	.....	72		8 2 0	584 0 0	
	.....	59		2 2 0	156 18 0	
	.....	117		1 17 6	80 12 6	
	.....	19		1 11 6	15 12 0	
	.....	14		2 17 0	39 18 0	
	.....	10		2 17 0	28 10 0	
7. VIGORS AND CO.	James's Ore	48	1133	2 15 0	159 10 0	18817 1 0
	.....	25		2 17 6	71 17 6	
	.....	83				281 7 6
		286				41,829 17 0

## SALE OF BLACK TIN.

Sold by Ticket on the 24th of August, at Truro and Penzance.

Mine.	Tons.	Total.	Price.	Each parcel.	Total Amount.	Purchaser.
Carson	74		£ s. d.	£ s. d.	£ s. d.	Truro House.
.....	94		57 0 0	437 10 0		
.....	34		51 10 0	283 5 0		
.....	3		50 0 0	150 0 0		
Wheal Mary	10	16	48 12 6	486 5 0	850 15 0	L.C. & W. Daubuz
.....	45		28 0 0	1271 0 0	637 5 0	
	304				41,518 0 0	

## SALE OF COPPER ORES AT SWANSEA

Sampled August 5th, and sold at Swansea on the 26th August.

Mine.	Tons.	Produce.	Standard.	Price.	Mine.	Tons.	Produce.	Standard.	Price.
Santiago	112	178	552	14 3 0	Knockmahon	41	9	1074	7 8 6
ditto	110	169	56	13 14 6	ditto	40	10	1053	8 6 6
ditto	98	174	544	14 2 0	Chill	110	159	56	13 14 6
ditto	95	154	544	11 0 0	ditto	30	45	89	37 17 0
ditto	68	234	544	19 17 6	ditto	14	182	94	15 7 6
ditto	68	234	544	19 17 6	ditto	30	224	54	19 4 0
Cobre	100	164	544	13 5 0	Cronebane	50	34	1204	2 5 6
ditto	119	164	544	13 5 0	ditto	34	34	1204	2 5 6
ditto	73	242	544	19 15 6	ditto	24	61	109	5 5 0
ditto	60	242	544	19 15 6	Ballymurtagh	29	127	127	2 10 6
ditto	44	232	544	18 15 6	ditto	45	34	1304	2 5 0
ditto	45	222	544	18 15 6	Copago	62	314	91	26 16 0
ditto	19	164	544	12 19 6	ditto	27	314	914	26 7 6
Knockmahon	91	122	1044	10 16 0	Lackamore	74	95	1064	7 17 0
ditto	73	142	1044	12 18 0	Llandino	68	15	68	11 3 6
ditto	60	15	101	12 18 0	Llywdu	44	3	145	2 1 0

## TOTAL PRODUCE.

Santiago	552	4215 6 6	Ballymurtagh	98	257 10 6
Cobre	402	7624 2 6	Copago	39	257 14 6
Knockmahon	423	4234 15 6	Lackamore	74	848 18 0
Chill	180	3321 19 0	Llandino	68	738 4 0
Cronebane	108	309 14 0	Llywdu	44	90 4 0

Total tons, 2095.—Total amount, £28,227 7s. 6d.  
Copper ores for sale Sept. 9.—Cobre 110, ditto 165, ditto 83, ditto 45, ditto 75, ditto 70, ditto 60, ditto 10—Knockmahon 91, ditto 81, ditto 74, ditto 29, ditto 40, ditto 41, ditto 22—Cronebane 120, ditto 56—Tigony 27, ditto 48—Chill 165, ditto 90, ditto 35, ditto 95—Alliances 114, ditto 90—American 80, ditto 60—Ballymurtagh 37—Chill 31—Total, 2257 tons.

## SALE OF COPPER ORES AT REDRUTH.

Sampled Aug. 12, and sold at Andrew's Hotel, Redruth, Aug. 27.

Mine.	Tons.	Price.	Purchaser.	Mine.	Tons.	Price.	Purchaser.
United Mines	143	£ s. d.	P. Greenfells	Consols	97	£ s. d.	Williams.
ditto	119	4 8 6	Nevill & Co.	ditto	91	4 6 6	
ditto	102	7 1 6	Virians	Fowey Co.	53	5 7 6	Freemans.
ditto	108	6 15 0	Nevill & Co.	ditto	26	5 4 6	Williams.
ditto	99	6 18 6	P. Greenfells	ditto	74	4 19 6	
ditto	55	5 12 6	Virians	Trethell	62	7 17 6	Virians.
ditto	90	4 11 6	English Co.	ditto	60	6 8 6	Freemans.
ditto	80	4 4 0	Virians	ditto	31	6 12 0	
ditto	86	6 11 6	English Co.	ditto	49	14 4 6	Nevill & Co.
ditto	71	9 2 6	P. Greenfells	Godolphin	74	6 7 6	
ditto	57	6 11 6	P. Greenfells	ditto	43	4 6 6	
Trevaun	115	7 14 6	English Co.	Wh. Vor	85	3 16 6	Mines Royal
ditto	112	5 0 6	Freemans.	Gt. Work	52	11 8 6	Mines Royal
ditto	78	3 12 6	Virians	ditto	26	3 11 0	Nevill & Co.
Consols	101	6 12 6	Williams.	ditto	2	38 14 0	P. Greenfells

## TOTAL PRODUCE.

United Mines	1148	£2680 8 0	Trethell	218	£1762 17 0
Trevaun	310	1291 4 6	Godolphin	137	900 18 0
Consolidated	289	2161 6 0	Wh. Vor	85	328 12 0
Fowey Consols	258	1239 9 0	Gt. Work	52	780 15 0

Average standard, 112½ lbs. Average produce, 8—Average price, 6½ s. 6d.—Quantity of ore, 2528 tons.—Quantity of fine copper, 263 tons 2 cwt.—Amount of money, 15,911 l. 11s. 6d.—Average standard of lastest, 116½ lbs.—Average produce 8½.

Copper ores for sale on Thursday next, at Serpell's Hotel, Pool.—Mines and Parcels.—Carn Bros Mines, 621; Wheal Darlington, 540; Wheal Friendship, 250; Wheal Buller, 252; Fowey Consols, 221; Levant, 267; Providence Mines, 167; Wheal Harmony and Candour, 127; Wheal Rany, 86; Marazion Mines, 66; Wheal Speed, 85; Wheal Julia, 66; Redfish, 79; Bascally's Ore, 62; Trevaun, 80; Trevaun, 54; Wheal Mary, 14.—Total 22½ tons.

## PURCHASES OF COPPER ORES AT CAMBORNE.

August 6.

Purchaser.	Mine.	Tons.	Total.	Price.	Each Parcel.	Total amount.
MINES ROYAL	United Hills...	18		£ s. d.	£ s. d.	£ s. d.
1. Co.	Wheat Sparrow...	30		3 12 6	45 3 0	
	Wheat Plenty...	114		5 15 6	170 3 0	
			250	6 1 6	69 17 3	355 7 3
2. ENGLISH COPPER CO.	United Hills....	66		3 19 6	276 6 0	
	.....	322		3 12 0	117 0 0	
	.....	41		3 12 6	181 15 6	
	Dolecath .....	44		7 4 6	339 3 6	
	Tincroft .....	62		4 14 6	292 19 0	
	.....	42		2 11 6	108 3 0	
	Stray Park.....	174		8 13 6	151 6 3	
	Wheat Harriet... 11			8 2 0	89 2 0	
3. VIVIAN and SONS.	United Hills....	70		4 4 6	293 15 0	
	Dolecath .....	47		3 7 6	158 12 6	
	Trethellan.....	106		3 0 0	327 0 0	
	.....	78		4 0 0	312 0 0	
	Wheat Burrow... 12			1 15 0	29 15 0	
	Wheat Plenty... 114			6 1 6	69 17 3	1611 2 9
4. FREEMAN & Co.	Dolecath .....	61		4 7 0	265 7 0	
	.....	60		1 13 0	89 0 0	
	.....	50		5 9 0	372 10 0	
	South Wl. Basset	45		7 10 0	345 0 0	
	Stray Park.....	37		3 16 0	214 12 0	
	.....	26		5 11 3	155 8 0	
	Wheat Harriet... 32			4 10 0	234 0 0	
	.....	11		8 2 0	89 2 0	
5. GREENFELL and SONS.	East Wl. Crofty	112		4 19 0	554 8 0	
	.....	85		6 17 0	509 3 0	
	.....	77		4 11 6	350 7 6	
	.....	57		1 13 6	84 1 6	
	.....	55		4 18 0	209 10 0	
	.....	37		4 9 0	129 3 0	
	.....	38		1 13 0	41 5 0	
	.....	34		1 4 0	28 16 0	
	.....	340		4 13 6	161 5 9	
	.....	42		4 12 6	32 8 5 0	
	East Pool.....	77		8 1 6	621 15 0	
	.....	17		7 12 6	129 12 6	
	.....	40		12 13 6	621 1 6	
	Tincroft .....	34		2 11 0	86 14 0	
	.....	26		2 2 0	52 10 0	
	Stray Park ....	7		2 2 0	14 14 0	
6. SIMS, WILLIAMS, NEVILLE, and Co.	East Wl. Crofty	32		2 1 4	167 18 0	
	.....	12		7 12 6	129 12 6	
	South Wl. Basset	26		10 18 6	305 18 0	
	Stray Park.....	174		8 13 6	151 16 3	4066 12 9
7. WILLIAMS and Co.	East Wl. Crofty	37		4 9 0	420 3 0	
	.....	28		1 13 6	41 5 0	
	.....	344		4 13 6	161 5 9	
	East Pool .....	106		5 19 0	674 13 0	
	.....	17		7 12 6	129 12 6	
	.....	18		1 16 0	23 8 0	
	United Hills...	322		3 12 0	117 0 0	
	.....	31		11 1 0	342 11 0	
	Powsey Consols.. 126			6 0 6	739 3 0	
	.....	106		5 8 0	540 0 0	
	Tincroft .....	34		2 11 0	86 14 0	
	.....	38		4 5 0	216 10 0	
	South Wl. Basset	26		10 18 6	305 18 0	
	.....	28		2 2 0	14 14 0	
	Stray Park .....	7		2 2 0	14 14 0	
	North Rookcar.. 10			8 10 0	912 3 6	
	Wheat Burrow... 17			1 15 0	29 15 0	
			702			4434 17 9
			1680			13941 4 6



## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 7 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
3 per Cent. Red. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Consols	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 1/2 per Cent. Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
New 3 per Cent. Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Long Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Anns. for 99 Years	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
India Stock, 10 1/2 per Cent.	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
South Sea Stock, 3 1/2 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
India Old Anns. 3 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
India New Anns. 3 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
India Bonds, 3 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Exchange Bills, 3 months	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Exchange Bills, 6 months	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Exchange Bills, 12 months	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Bank of England, Transfer Books.					

## BANK OF ENGLAND. TRANSFER BOOKS.

	Thursday, Sept. 3, 1890.	Friday, Oct. 16.
Bank Stock	100 1/2	100 1/2
3 per Cent. Red. Anns.	99 1/2	99 1/2
3 per Cent. Consols	99 1/2	99 1/2
3 1/2 per Cent. Anns.	100 1/2	100 1/2
New 3 per Cent. Anns.	100 1/2	100 1/2
Long Anns.	100 1/2	100 1/2
Anns. for 99 Years	100 1/2	100 1/2
India Stock, 10 1/2 per Cent.	24 1/2	24 1/2
South Sea Stock, 3 1/2 per Cent.	100 1/2	100 1/2
India Old Anns. 3 per Cent.	100 1/2	100 1/2
India New Anns. 3 per Cent.	100 1/2	100 1/2
India Bonds, 3 per Cent.	100 1/2	100 1/2
Exchange Bills, 3 months	24 1/2	24 1/2
Exchange Bills, 6 months	24 1/2	24 1/2
Exchange Bills, 12 months	24 1/2	24 1/2

## FOREIGN STOCKS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Belgian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Brazilian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Buenos Ayres, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chilian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Colombian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Danish, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Greek, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Mexican, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Peruvian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Russian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Spanish, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Portuguese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Italian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Japanese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chinese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indonesian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Siamese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Thai, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Laotian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Burmese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Singapore, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Malayan, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Chinese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Burmese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Malayan, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Siam, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Burma, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Siam, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Burma, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Siam, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indo-Burma, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

## FRENCH FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
5 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
2 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Bank Shares	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

## IRISH FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Government Debentures 3 1/2 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Ireland	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Scotland	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of America	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Canada	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Mexico	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Peru	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Russia	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Spain	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Portugal	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Greece	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Italy	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Belgium	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Netherlands	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Denmark	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Sweden	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Norway	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Finland	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Prussia	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Austria	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Hungary	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Romania	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Bulgaria	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Serbia	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Montenegro	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Albania	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Greece	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Italy	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Belgium	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Netherlands	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Denmark	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Sweden	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Norway	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Finland	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Prussia	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Austria	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Hungary	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Romania	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Bulgaria	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Serbia	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Montenegro	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank of Albania	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

## AMERICAN FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
New York 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Pennsylvania 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Maryland 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
South Carolina 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Tennessee 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Virginia 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
North Carolina 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Georgia 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Florida 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Alabama 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Mississippi 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Arkansas 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Louisiana 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Texas 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
California 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Washington 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Oregon 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Idaho 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Montana 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Wyoming 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Nebraska 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Kansas 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Oklahoma 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Colorado 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Utah 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Nevada 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Arizona 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New Mexico 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Delaware 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Connecticut 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Massachusetts 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Rhode Island 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Vermont 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New Hampshire 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Maine 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Michigan 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Illinois 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Indiana 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ohio 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Pennsylvania 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
West Virginia 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
North Carolina 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Georgia 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Florida 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Alabama 5 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1